



187  
200  
329  
63/216(11/2  
86 22  
63  
23

B3634 - 50K =





~~Amount of~~  
 Number of bbls water taken on board at  
 the bluff New Zealand for passage home is  
 135 bbls. 13 1/2 gals.

271+	188+	186+
244+	180	143+
246	171	329
168	179+	1866
172+	186	2071
197+	172+	63) 4266
187+	188	378
200+	166+	486
199+	183	441
187+	253	45
<u>2071</u>	<u>1866</u>	

67 1/2 45  
 135 13 1/2

Wednesday August 29<sup>th</sup> 1838 - Watch post of Greenwich  
 time 10° 6' 10"



Amount of Oil boiled or Stowed down on  
board of Ship Courier of New Bedford, Jered Worth,  
Master,

88	175	154	86	144	180	1474
88	186	132	90	174	130	1663
89	202	165	128	187	168	1538
222	173	159	130	130	176	1515
212	154	+220	211	+152	89	1598
127	143	127	216	148	153	1480
125	143	132	174	185	123	9278 bls.
138	147	176	153	170	158	63/18558 294 18 gals
222	166	189	158	143	160	Stowed in the
163	172	83	163		153	main hatch
1474	1663	1539	1515	1598	1490	288 way
						252
						1/36 18 gals.

233	112	87	138	157	74	1306
68	135	87	115	182	179	1606
205	219	208	161	151	168	1192
109	222	140	218	167	148	1793
88	+140	129	238	159	138	1545
161	158	110	167	204	70	1395
183	170	115	221	+158	134	63/8887 140
90	153	71	167	165	123	288 bls. 17 gals
70	158	113	166	72	131	63
99	139	132	202	130	230	253
1306	1606	1192	1793	1545	1395	252

218	180	230	+230	150	88	1299
76	105	221	197	169	85	1551
68	131	83	179	160	89	1503
146	195	87	112	+219	158	1223
157	145	115	88	214	165	1651
181	180	101	88	219	218	1493
70	126	175	75	121	216	63/8721 138
146	+219	161	65	87	132	242
68	134	159	86	85	+124	189
169	136	121	103	228	218	531
1299	1551	1503	1223	1652	1493	504
						27

224	148	138	210	232	137	1280
239	171	171	133	230	#125	1483
135	142	149	84	123	220	1540
157	165	130	127	124	221	1289
186	169	171	128	179	85	1747
159	134	145	83	160	182	1680
175	184	169	225	169	179	63/9519 154
156	+163	70	124	184	173	321
168	62	169	90	126	157	315
181	135	+228	85	220	201	68
1580	1483	1540	1289	1747	1680	63

Act. of 1154 bls. & 05 gals. Stowed  
down on this side of  
the book.

bls. gals.  
294 18  
280 17  
276 27  
302 06  
bls. 1154 05 gals.



# Amount of oil stowed in Bbls.

~~III~~ ~~III~~ ~~III~~ ~~III~~  
~~III~~ ~~III~~ ~~III~~ ~~III~~

## Amount of oil stowed down on board ship Courier.

158	156	151	145	206	159	1642
+ 72	179	154	182	162	198	1568
152	159	169	176	165	156	1751
186	74	+191	179	159	162	1812
175	156	180	175	126	195	1591
185	163	160	270	181	192	1617
164	142	194	175	158	168	63) 9981 (158
163	168	188	138	161	156	63 316 bbls. 27 gals.
162	180	165	+201	132	70	315 20
225	121	199	171	141	161	331 336 bbls. 27 gals.
1642	1568	1751	1812	1591	1617	504 27

Account of oil on board of ship Courier up to May 18<sup>th</sup> 1837.

Brought up 1154 " 5 "  
 Oil in bbls 38 " 01 gal.  
 bbls 1529 - 01 gal.

134  
 102  
 138  
 125  
 71  
 63/630 110 20 bbls.

Account of oil on board up to May 18<sup>th</sup> 1837.

Whole amount of oil on board May 18<sup>th</sup> 1837. is 1529 bbls. & 1/2 gal.

## Account of oil taken in Company with ship Rosalie of Warren.

Commenced May 18<sup>th</sup> 1837.

95	128	68	95	158	280	952
157	162	60	154	74	241	1195
80+	154	180	74	142	228	1286
67+	68	151	70	134	282	904
68+	63	205	71	139	245	1896
89+	167	159	75+	+255	222	2290
125	159	70	74	262	212	63) 8523 (135
132	121	154	70	244	190	63 270 bbls. 18 gals.
68	103	144	151	290	195	222
71	70	92	70	201	195	182
952	1195	1286	904	1896	2290	333

191	200	2143
202	276	1422 -
202	261	63) 3565 (56
203	244	315 113-5%
164	283	415
201	158	378
276	1422	37

Account of oil board up to Monday June 26<sup>th</sup> 1837

1529-00 gal.  
 270-18  
 113-5%  
 1912-24  
 17 oil in bbls.  
 bbls 1929 = 24 whole amount.

Whole Amount of oil on board up to June 26<sup>th</sup> 1837 is 1929-24

## Account of oil taken in company with ship Julian of New Bedford Mass.

240	159	224	270	192	162	67	224	161	178
64	200	198	224	239	163	149	286	166	70
133	203	193	214	221	215	170	222	160	250
174	222	239	180	204	165	166	281	161	265
151	226	211	253	202	189	62	220	270	170
+190	244	194	214	131	180	162	270	256	197
265	95	144	178	153	184	102	218	244	283
290	228	199	190	*110	73	+283	264	190	222
310	250	291	193	63	63	204	288	198	191
224	224	274	+182	62	171	209	300	2080	253
2051	2102	2187	2108	1577	1545	1574	2573	2089	2089

Whole amount of oil on board is 2617 bbls. 18 1/2 gals.

Account of oil put in bbls. taken in Company with ship Rosalie.

Account of oil in bbls.











Number of Whales taken by each boat.

Starboard Boat.	Starboard Boat.	Starboard Boat.	Starboard Boat.	Waist Boat.	Waist Boat.
No. 3.	No. 8.	No. 1.	No. 5.	No. 2.	No. 4.
No. 10.	No. 13.	No. 7.	No. 9.	No. 6.	No. 11.
No. 14.	No. 15.	No. 18.	No. 19.	No. 12.	No. 31.
No. 16.	No. 17.	No. 20.	No. 23.	No. 38.	No. 41.
No. 21.	No. 22.	No. 24.	No. 27.	No. 43.	No. 44.
No. 25.	No. 30.	No. 28.	No. 29.	No. 45.	No. 47.
No. 32.	No. 34.	No. 35.	No. 40.	No. 49.	No. 51.
No. 37.	No. 39.	No. 46.	No. 48.	No. 52.	No. 55.
No. 42.	No. 50.	No. 53.	No. 54.	No. 57.	No. 58.
No. 60.		No. 56.	No. 59.		

Ship Courier Length is 103 feet 6 inches  
 her ~~depth~~ is ~~27 feet~~  
 her breadth 29 feet  
 " depth 14 feet 6 inches

Agent John C Haskell & George Randall  
 built in New York in 1877 one thousand eight hundred & seventeen



A Journal of A Whaling Voyage On  
Board The Ship Courier, from New Bedford  
to the South Atlantic Ocean Jeraol <sup>master</sup> ~~Ward~~

July 1<sup>st</sup> 1836. Friday.

At 10 AM, got under way the wind WSW  
So ends this day, Employed in beating out the Bay.

Saturday July 2<sup>d</sup> 1836.

First part of these 24 hours by airs from SW  
& thick wether, at dark came to Anchor under  
Pine, Middle part the same, Latter part  
light airs & foggy wether, at daylight got under  
way & commenced beating out, with the wind from  
WSW, So ends this day all hands Employed,

Sunday July 3<sup>d</sup> 1836.

First part of these 24 hours light breezes from SW  
Employed in beating out, at 3 PM, left the Pilot,  
Cuttyhunk bearing SE by E, stowed the anchors  
Middle part much the same, Latter part  
light airs & foggy wether, on bent the chains &  
stode them away, So ends this day, saw 3 sails  
N O Obs.

Monday July 4<sup>th</sup> 1836.

Commences with light airs ESE, at 4 PM  
lowered one boat & got a sunfish at dark  
Spoke the Brig Massachusetts from Boston  
bound to Wilmington, Middle & Latter part  
the same, Employed in fiting boats 2 sail in  
sight So ends this day

Lat. by Obs. 40° 14' N. Long. by Chro. 66° 42' W.

Tuesday July 5<sup>th</sup> 1836.

Commences with fresh gales from SW, & thick  
wether steering E, all sail set, at sunset saw  
Blackfish lowered the boats, Starboard boat struck  
& saved him, Middle & Latter part the same



So Ends this day, Employed in Ships Duty.  
Lat. by Obs.  $40^{\circ}32'$  N. Long. by Chro.  $63^{\circ}50'$  W.

Wednesday July 6<sup>th</sup> 1836.

Commences with fresh gales from SW steering E,  
by S, thick wether at 4 P M. Spoke Ship Julian,  
of New Bedford, Middle & Latter part fresh breezes  
& rainy wether one ship in sight so ends this day  
Lat.  $40^{\circ}23'$  N. Long. by Chro.  $60^{\circ}33'$  W.

Thursday July 7<sup>th</sup> 1836.

First part of this day fresh breezes from W by S, &  
heavy wether, steering E by S, Middle & Latter part  
the same, bent Steeringsails & set them so ends  
this day Employed in Ships Duty One Brig in sight.  
Lat.  $41^{\circ}03'$  N. Long. by Chro.  $57^{\circ}36'$  W.

Friday July 8<sup>th</sup> 1836,

First part of this day heavy wether, fresh breezes  
from the W, steering E all sail out, Middle part  
the same, at 3 O'clock in the morning took in the  
standing sails, Latter part light airs from NW, &  
havey, <sup>wether</sup> at 7 A M, saw Black Fish lowered, but could  
not strike, so ends this, Employed in Ships Duty.  
Lat. by Obs.  $41^{\circ}30'$  N. No Long.

Saturday July 9<sup>th</sup> 1836.

Firs part of this day light airs from NNE,  
steering Eastward, Employed in taking out the  
Pumps & clearing them, Middle & Latter part  
much the same, Employed in Ships Duty, so Ends.  
No Obs.

Sunday July 10<sup>th</sup> 1836.

First part of this day light airs from NE heaving  
ESE, havey wether, at 5 P M took in the waist  
boat & put out another, at 7 P M tacked to  
the North wind E by N, Middle part thick



Foggy weather, Latter part Much the same at 8  
A.M., tacked ship to the SE, all sail out, so Ends,  
No Obs.

Monday July 11<sup>th</sup> 1836

First part of this day light airs from E, & foggy  
weather, Middle part the same at 11 Midnight tacked  
ship to the Northward, Latter part light airs  
from ESE, & thick foggy weather so ends this day,  
Employed in Ships Duty

Lat.  $42^{\circ}39'$  N. Long. by Chro.  $52^{\circ}31'$  West.

Tuesday July 12<sup>th</sup> 1836

First part this day fresh gales from E by S & thick  
weather, saw A Brig Steering NE, Middle &  
Latter part much the same, at 7 A.M., tacked  
ship to the South, saw number of Hump Backs  
one Brig in sight Steering W, so ends this  
Day employed in Ships Duty

Lat. by Obs.  $43^{\circ}56'$  N. Long. by Chro.  $51^{\circ}50'$  West.

Wednesday July 13<sup>th</sup> 1836.

First part of this day fresh breezes from SE, Steering  
SSW, Hump Backs in sight, heavy weather,  
Middle & Latter part the same, at 10 A.M.,  
tacked ship to the ENE, so ends this day  
Employed in Ships Duty

Lat. by Obs.  $42^{\circ}51'$  N. No Long. Obs.

Thursday July 14<sup>th</sup> 1836.

First part of this day fresh breezes from SE,  
heading ENE, all sail out, heavy weather, Middle  
& Latter part the same, so ends this Day  
the watch employed in Ships Duty, thick  
foggy weather

No Obs.



Friday July 15<sup>th</sup> 1836.

Commences with a thick fog, heading E, with the wind from SSE, the watch employed in Ships Duty, Middle & Latter part the same. So ends this day the watch employed in Ships Duty. Lat. by Obs.  $43^{\circ}51'N$ . Long. by Obs. Chro.  $48^{\circ}25'$  West.

Saturday July 16<sup>th</sup> 1836.

Commences with heavy weather light airs from SE, heading ENE, at 2 P.M. lowered the boats for Black fish Harbor & waist boat struck & saved, one Schooner in sight, Middle part much the same, Latter part light breezes. So ends this day Employed in Ships Duty. Lat. by Obs.  $44^{\circ}13'N$ . Long. by Chro.  $46^{\circ}24'W$ .

Sunday July 17<sup>th</sup> 1836.

First part of this 24 hours light airs from SSE, heading E, one Brig in sight, plenty of Grampses, Killers &c. Middle part wind SSW, steering SE by E, Latter part strong gales from S, heading ESE. So ends this day, Rugged. Lat. by Obs.  $44^{\circ}10'N$ , Long by Chro.  $42^{\circ}58'W$ .

Monday July 18<sup>th</sup> 1836.

Commences strong gales from S, heading ESE, at 1 P.M. took in top gallant sails, at 3 P.M. kept the Topsails, Middle & Latter part the same, So ends this day wind SSW, Rugged. Lat. by Obs.  $44^{\circ}23'S$ . No Dts.

Tuesday July 19<sup>th</sup> 1836.

First part of this day more moderate wind from SSW, steering SE, at 2 P.M. shook out reefs at 3 passed a ship, steering NW by W, at 6 P.M. set the Top gallant sails, Middle part rainy, at 3 A.M. passed a ship steering NW, Latter part



fine breezes from SW, steering SE, at 8 AM,  
set the studding sails, fore & Main royal  
So ends this day Employed in boiling Blackfish.  
thick fog. No Obs.

Wednesday July 20<sup>th</sup> 1836.

Commences with a thick fog, pleasant  
breezes from SW steering SE all sail out  
employed in ships duty, Middle & Latter  
part calm & foggy So ends this day the  
watch employed in setting up rigging, so ends.  
Lat, by Obs.  $43^{\circ}04'$  Long, by Chro.  $35^{\circ}35'W$ .

Thursday July 21<sup>th</sup> 1836.

First part of these 24 hours light airs from  
S by W, steering by the wind, Eastward, Middle  
part the same, Latter part light airs from  
SW, at 10 AM saw Black Fish, So ends this  
day, boats off Blackfishing  
Lat, by Obs.  $42^{\circ}28'$ , Long, by Chro.  $33^{\circ}08'W$ , by Luner  $33^{\circ}16'$ .

Friday July 22<sup>d</sup> 1836.

Commences with light airs from SW,  
boats off Black Fishing, at 2 came on board  
Harbord boat struck 2 & saved, Carbord  
boat struck 3, saved 1, Waste boat struck  
& saved 3, Middle & Latter part light airs  
from WSW steering S, at 7 AM commenced  
boiling Black Fish, so ends this day fine weather.  
Lat, by Obs  $41^{\circ}35'N$ , Long, by Chro  $32^{\circ}01'W$ .

Saturday July 23<sup>rd</sup> 1836.

Commences with fine weather, light airs  
from N, steering S, employed in boiling  
at 1 PM set the studding sails, at 4 PM, finished  
boiling, Middle part calm Latter part light airs  
from NNE, steering S. So ends this day.

Lat, by Obs.  $40^{\circ}36'N$ , Long, by Chro.  $31^{\circ}36'W$ .



Sunday July 24<sup>th</sup> 1836.

First part of these 24 hours fine weather, light  
airs from NE, steering S, all sail set, the  
watch employed in Ships duty, 2 sails in sight,  
Middle part light airs from ESE, heading S,  
Latter part the same, at daylight the  
Islands of Corvo & Flores in sight, Flores bearing  
by Compass S, Dist. 25 Miles, so ends this day, Land, &  
2 sail in sight, saw a whale boat heading in for  
the Land,

Lat. by Obs.  $39^{\circ}54'N$ , No Alt.

Monday July 25<sup>th</sup> 1836.

First part of this day light airs from SSE, heading  
SW, Land & 2 sail in sight, at 4 PM, tacked ship  
to the Eastward, calm, at sunset Corvo bore  
ESE, by Compass, dist 18 Miles, SW point of  
Flores bore S by E, at 9 in the Evening light airs  
from S, steering E, Middle part light airs,  
Latter part the same so ends this day  
steering by the wind, eastward wind from  
SSE, Corvo & Flores in sight.

Tuesday July 26<sup>th</sup> 1836.

Commences with pleasant breezes from  
WSW steering S, employed in Ships Duty at  
Sunset Corvo bore NW, by Compass dist 25'  
Flores bore NW by W, W, dist 20 Miles, Middle  
part steering SE by S, at daylight made the  
Islands Pico & Fayal bearing by Compass SE, Dist.  
25 Miles, Latter part fine weather, wind from SSW.  
So ends this day employed in beating in to the  
harbour at Fayal.



Wednesday July 27<sup>th</sup> 1836.

Commences with fine breezes from SSW, all  
hand Employed in beating in to the harbour at  
Fayal, at 2 P.M. got in & sent a boat on shore  
at sunset the boat came on board, & A Portuguese  
Lunch with potatoes Onions Cabbage, &c. Middle  
part fine weather, lying off & on between Pico &  
Fayal, at 7 in the evening the ships Julian of  
New Bedford Heranaut of Mistick, Mechanic  
of ~~the~~ Johns, <sup>Came in</sup> latter part wind SW, ships  
Martha of Fairhaven, Liverpool of New Bedford,  
<sup>Came in</sup> So ends this day one boats crew on shore.

5 Ships in the Harbour recruiting. Lying off & on.

Thursday July 28<sup>th</sup> 1836.

Commences with pleasant breezes from SW  
Lying off & on at Fayal, one boats crew on shore  
6 Ship in the Harbour, at 3 P.M. ship Neptune  
of Sag Harbour, came in to recute, at 5 P.M. 2  
Other ships came in, at sunset the boats crew  
came on board, & squared away for the Island  
of Graciosa, left 8 ship at Fayal recruiting  
for a whole voyage, middle part strong winds  
from WSW at 2 A.M. left to the wind  
with the head yards aback, latter part the  
same at sunrise squared away fore the  
Harbor at Graciosa at 8 A.M. Put away  
rugged could not land, left the ships  
Minerva & Julian there. So ends this  
day calm, the Islands of Sarah, St. Georges,  
Graciosa's, & Pico, in sight, a number of sail, &c.  
(Took 4 Portuguese from the Island of Fayal.)



Friday July 29<sup>th</sup> 1836.

Commences with a calm the Islands of Sarah, St. George's, Graciosa & Pico, in sight, number of sail &c. at 3 P.M. Capt. Nye, of Barque Huron of Hudson came on board, Middle part light airs, Latter part the same so ends this day. A number of sail & the Above named Islands in sight

Lat. by Obs.  $38^{\circ} 34' N.$

Saturday July 30<sup>th</sup> 1836.

Commences with light airs from the W, steering SE by S, the Island of St. George, Graciosa, & Pico, in sight & a number of sail, at 3 P.M. saw the Island of St. Michael bearing SSE, by Compass, Dist. 25 miles, at 6 P.M. shore Barque Huron of Hudson, boat went on board at 8 in the evening <sup>4</sup> boat from the ship George, of New Bedford came on board, Middle & Latter part calm, so ends this day lying off St. Michael Bay, Barque Huron & 2 Schooners 1 Brig & a plenty of Black fish in sight. (Put one of the Portuguese that we took from Fayal, on board the Huron to be landed at St. Michael)

Sunday July 31<sup>st</sup> 1836.

First part of this day. Calm lying off St. Michael's Bay, Barque Huron 2 Schooners 1 Brig & a plenty black fish in sight, Middle part light airs from SE steering Westward, Latter part fresh breezes from ENE, steering S by W, so ends this day, Island of St. Michael in sight

Lat. by Obs.  $27^{\circ} 25' N.$  Long. by Chro.  $25^{\circ} 25' W.$

Monday August 1<sup>st</sup> 1836.

Commences with fresh gales from ENE steering S by W, all sail set, Island of St. Michael in sight, at 1 P.M. saw the Island of St. Mary's bearing SE by E, by Compass, dist 30 miles, Middle part



Strong gales, took in studding sails top gallant sails  
Latter part moderate, at daylight set top  
gallant sails, studding sails &c. one sail in  
sight, so ends this day the watch employed in  
ships duty.

Lat. by Obs.  $34^{\circ}53'$  N. No Long.

Tuesday August 2<sup>d</sup> 1836.

Commences with fine weather & light airs from  
E, steering S by W. not every thing in sight, watch  
employed in ships duty, Middle & Latter part  
the same, so ends this day, watch employed in ships duty.

Lat. by Obs.  $33^{\circ}33'$  N Long by Chro.  $25^{\circ}10'$  W.

Wednesday August 3<sup>d</sup> 1836.

First part of these 24 hours, light airs from E,  
steering S by W. with all sail set, watch  
employed in ships duty, one sail in sight  
steering south West, Middle & Latter much the  
same steering SSW, wind ENE, so ends this day  
watch employed in ships duty, fine weather

Lat. by Obs.  $31^{\circ}46'$  N.

Thursday August 4<sup>th</sup> 1836.

First part of this day, fine weather & pleasant breezes  
from ENE, steering SSW, with all sail set,  
watch employed in ships duty, Middle & Latter  
part the same, so ends this day, the watch emp-  
loyed in ships duty, steering S by W.

Lat. by Obs.  $29^{\circ}43'$  N.

Friday August 5<sup>th</sup> 1836.

Commences with fine weather & pleasant breezes  
from ENE, steering S by W, with all sail set  
watch employed in ships duty, Middle &  
Latter part light airs from E by N,



Steering S. So ends this day the watch employed in ships duty, saw nothing.

Lat. by Obs.  $27^{\circ} 32' N$ , Long. by Chro.  $24^{\circ} 18' W$ .

Saturday August 8<sup>th</sup> 1836.  
Commences with pleasant breezes from ENE, Steering S, the watch employed in ships duty all sail set, not any thing in sight, Middle & Latter part much the same, So ends this day the watch employed in ships duty, steering S.

Lat. by Obs.  $25^{\circ} 03' N$ . No Obs.

Sunday August 9<sup>th</sup> 1836.  
First part of these 24 hours fine weather & pleasant gales from ENE, Steering S, with all sail set, the watch employed in ships duty, Middle & Latter part fresh breezes from E, Steering S, at daylight 2 sails in sight, at 7 AM, signalled a Portuguese Brig steering SW, So ends this day, fine weather

Lat. by Obs.  $22^{\circ} 14' N$ . Long. by Chro.  $23^{\circ} 00' W$ .

Monday August 8<sup>th</sup> 1836.  
Commences with fine weather & fresh gales from E, steering S, by W, all sail set, Middle & Latter part much the same, So ends this day watch employed in ships duty, wind ESE, No Obs.

Tuesday August 9<sup>th</sup> 1836.  
Commences with fine weather & pleasant gales from SE, steering SSW, all sail set the watch employed in ships duty, Middle & Latter part the same So ends this day, the watch employed in ships duty, steering SSW, wind ESE  
Lat. by Obs.  $17^{\circ} 04' N$ . Long by Chro.  $23^{\circ} 12' W$ .



Wednesday August 10<sup>th</sup> 1836.

First part of this day, fine weather, the watch employed in ships duty, fresh gales from ENE, steering NW by S, at 4 PM, left to the wind heading SE, at sunset saw the Island of Sal, bearing SE by E, by compass dist 15 miles at dark squared the yards & steered SW by W, Middle & Latter part the same, at noon saw the Island of Fogo bearing SSW by Compass, Dist. 15 miles, so ends this day employed in ships duty.

Lat. by Obs.  $15^{\circ}23'N$ . Long. by Chro  $24^{\circ}00'W$ .

Thursday August 11<sup>th</sup> 1836.

Commences with fresh gales from NE by E, steering WSW, at 2 PM, saw the Island of Bravo bearing by Compass SW by W, W, Dist. 20 miles, at dark took in stufing sails, fore & Mizzen top gallant sails, & left too heading N, Island of Bravo Dist 5, bearing by Compass SSE, Middle & Latter part fresh gales from NE lying off & on the Island of Bravo, at 7 AM, one boat went on shore, on ship in sight steering SSW, at 10 AM, reefed the top sails so ends this day, one boat on shore, trading.

Friday August 12<sup>th</sup> 1836.

Commences with strong gales from NE, lying off & on the Island of Bravo, one boat on shore trading, at sunset all hands on board made sail, steered SSW, took one Portuguese on board, Middle & Latter part light airs from NE, steering S by W, at 7 AM 2 sail in sight so ends this day the watch employed in setting up rigging,

Lat. by Obs.  $13^{\circ}49'N$ .



Saturday August 13<sup>th</sup> 1836.  
Commences with pleasant breezes from NE  
steering S by W, the watch employed in setting  
up rigging, Middle & Latter part much the  
same, the watch fitting rigging so ends this  
day light airs from E, steering S by W.

Lat. by Obs.  $12^{\circ} 04' N.$  No Obs.

Sunday August 14<sup>th</sup> 1836.  
Commences with light airs from E steering  
S by W, the watch employed in rattleing down  
rigging, at 5 PM wind hauled ~~in~~ to the SW,  
with rain, steered SE by S, Middle part fresh  
gales from SSW, & raining, Latter part fresh  
gales & clear weather so ends this day one  
sail in sight.

Lat. by Obs.  $10^{\circ} 43' N.$  Long by Chro.  $22^{\circ} 41' W$

Monday August 15<sup>th</sup> 1836.  
First part of this day fine weather & fresh  
gales from SW, steering by the wind Eastward  
one sail in sight, at 4 PM. saw a sail  
to the windward, Middle & Latter part much  
the same, so ends this day steering S by E, wind  
SW by W, one Brig in sight steering the same,

Lat by Obs.  $09^{\circ} 34' N.$  No Obs.

Tuesday August 16<sup>th</sup> 1836.  
Commences with fine weather & pleasant  
gales from SW, by W, steering by the wind South  
ward, one Brig in sight heaving the same way  
at 4 PM, light rain squalls, Middle & Latter  
part fresh gales from WSW, so ends this  
day one ship & a Brig in sight steering  
S. by the wind.

Lat. by Obs.  $08^{\circ} 02' N.$  Long. by Chro.  $20^{\circ} 32' W$



Wednesday August 17<sup>th</sup> 1836.

Commences with strong gales from WSW steering S, one Brig & a ship in sight, at 3 PM, saw another sail, Middle & Latter part much the same, at daylight took in fore & Mizentop gallant sails, at 8 AM, saw a sail to the windward, so ends this day the watch employed in ships duty.

Lat. by Obs.  $06^{\circ} 48' N.$  No Obs.

Thursday August 18<sup>th</sup> 1836.

Commences with strong gales from SSW, heading SE, the watch employed in ships duty, at sunset took in the Main top gallant sail Middle & Latter part more moderate, at 2 PM, passed a Brig steering NW, at daylight set Main top gallant sail so ends this day the watch employed in ships duty.

Lat. by Obs.  $05^{\circ} 27' N.$  Long. by Chro.  $16^{\circ} 31' W.$

Friday August 19<sup>th</sup> 1836.

First part of this day fresh gales from S, & fine weather, at 1 PM, tacked ship to the westward & set fore & Mizentop gallant sails, at 4 PM saw a Brig to the leeward steering westward, Middle & Latter part much the same so ends this day, watch employed in ships duty

Long. by Laner  $18^{\circ} 46' W.$

Lat. by Obs.  $04^{\circ} 12' N.$  Long. by Chro  $18^{\circ} 50' W.$

Saturday August 20<sup>th</sup> 1836.

Commences with fresh gales from S, & fine weather, Middle & Latter part much the same so ends this day the watch employed in ships duty

Long by Chro  $20^{\circ} 25' W.$

Lat. by Obs.  $03^{\circ} 13' N.$  ~~No Obs.~~



Sunday August 21<sup>th</sup> 1836  
Commences with fresh gales from SSE &  
fine weather, at 5 PM tacked ship to the  
Eastward, Middle & Latter part much the same  
at daylight tacked ship, westward, so ends this  
day, pleasant breezes from S,

Lat. by Obs.  $02^{\circ}52'N$ . NO Obs.

Monday August 22<sup>d</sup> 1836.  
First part of these 24 hours, pleasant gales from  
S, & fine weather, Middle & Latter part the  
same, so ends this day the watch employed in  
ships duty, one Brig in sight.

Lat. by Obs  $01^{\circ}54'N$ . Long by Chron  $22^{\circ}28'W$ .

Tuesday August 23<sup>d</sup> 1836.  
First part of these 24 hours fresh gales from  
SSE, & fine weather, all hands employed in  
pumping out the ship & fitting the pumps  
5 feet of water in the hold, one Brig in sight.  
Middle & Latter part pleasant breezes from SE,  
so ends this day, the watch employed in ships  
duty, with all sail set, heading SSW,

Lat. by Obs.  $00 17'N$ . NO Alt.

Wednesday August 24<sup>th</sup> 1836.  
First part of these 24 hours light breezes from  
SE, & fine weather, Middle & Latter part the  
same, so ends this day the watch employed in  
ships duty, fine weather

Lat. by Obs.  $01^{\circ}33'S$ . NO Alt.



Thursday August 25<sup>th</sup> 1836.  
Commences with pleasant breezes from SE,  
& fine weather employed in painting boats,  
Middle & Latter part much the same, so  
ends this day watch employed in ships duty  
one sail in sight.

Lat. by Obs.  $03^{\circ}31'$  S. Long. by Chro.  $24^{\circ}31'$  W.

Friday August 26<sup>th</sup> 1836.  
Commences with pleasant breezes from ESE,  
& fine weather, One sail in sight, Middle  
Strong gales from SE, took in fore & Main top  
gallant sails & fly jib, Latter part more moderate  
set them again, at 9 AM, spoke ship Canova  
of Boston from — bound to Boston, so ends  
this day, employed in ships duty.

Lat. by Obs.  $05^{\circ}38'$  S. Long. by Chro.  $26^{\circ}46'$  W.

Saturday August 27<sup>th</sup> 1836.  
Commences with fresh gales from SE, & fine  
weather, at sunset took in fly jib, fore & Main  
top gallant sails, Middle & Latter part the same  
so ends this day, strong gales from SE, by S.

Lat. by Obs.  $08^{\circ}07'$  S. Long. by Chro.  $28^{\circ}17'$  W.

Sunday August 28<sup>th</sup> 1836.  
Commences with strong gales from SE, & fine weather  
the watch employed in ships duty, Middle & Latter  
more moderate, so ends this day fine weather & all sail  
set, 2 sails in sight steering steering southward

Lat. by Obs.  $10^{\circ}46'$  S. Long. by Chro.  $29^{\circ}01'$  W.



Monday August 29<sup>th</sup> 1836.  
Commences with fine weather & fresh gales from  
E S E. 2 sails in sight, at 3 P M. signalized an  
English ship steering southward, Middle & Latter  
part much the same, at sunrise sent down  
the fore & main royal yards & main scysoil mast  
so ends this day fine weather, not any thing in sight.

Lat. by Obs.  $13^{\circ} 26' S.$  No Alt

Tuesday August 30<sup>th</sup> 1836.  
Commences with pleasant gales from E S E, and  
fine weather, watch employed in ships duty, Middle  
& Latter part the same, so ends this day the watch  
employed in ships duty, not any thing in sight,

Lat. by Obs.  $15^{\circ} 57' S.$  Long. by Chro.  $28^{\circ} 23' W.$

Wednesday August 31<sup>st</sup> 1836.  
First part of these 24 hours pleasant gales from  
E S E. & fine weather, one ship in sight steering  
S S W. Middle & Latter part much the same (at  
8 P M spoke a ship name not understood, from  
East Port bound to Rio De Janeiro) so ends this  
day, one ship in sight to the leeward.

Lat. by Obs.  $18^{\circ} 46' S.$

Thursday ~~August~~ September 1<sup>st</sup> 1836.  
Commences fresh gales & squally, at sunset  
single reefed the top sails, one sail in sight  
to the leeward, wind from E, Middle & Latter  
part more moderate, at daylight set whole top sails,  
top gallantsails, the Island of Trinidad bearing by  
Compass W S W, dist. 15 miles, at 7 A M, spoke  
Ship Columbia of & from New London, bound  
on a whaling Cruise, so ends this day 2 sails  
in sight

Lat. by Obs.  $20^{\circ} 56' S.$  Long.  $28^{\circ} 50' W.$



Friday September 2<sup>d</sup> 1836  
Commences with strong breezes, <sup>from</sup> E by S, & fine weather  
the Island of Trinidad bearing N by W, Dist. 30 miles  
Ship Columbia & one other sail in sight, Middle &  
Latter part much the same, so ends this day employed  
in ships duty, not every thing in sight.

Lat. by Obs.  $23^{\circ}38' S$ . No Alt.

Saturday September 3<sup>d</sup> 1836  
Commences with strong gales from E, & squally  
at sunset took fore & Mizzen top gallant sails &  
reefed the Mizzen top sail, Middle & Latter part  
more moderate at daylight set all sail so ends.  
This day the watch employed in stowing spars.

Lat. by Obs.  $25^{\circ}45' S$ . Long. by Chro.  $24^{\circ}35' W$ .

Sunday September 4<sup>th</sup> 1836.  
Commences with fine weather, Steering SSE  
pleasant breezes from ENE, at 2 PM set studding  
sails, Middle & Latter much the same, so ends  
this day steering SE by S, wind from NW.

Lat. by Obs.  $27^{\circ}33' S$ . No Alt.

Monday September 5<sup>th</sup> 1836.  
Commences with pleasant breezes from NW  
steering SE by S, at 4 PM the wind hauled  
suddenly to S, with light rain, took in studding  
sails & double reefed the topsails, Middle & Latter  
part squally, so ends this day strong gales from  
SSE, with a large sea, one Brig in sight  
steering eastward one the wind.

No Obs.



Tuesday September 6<sup>th</sup> 1836.

First part of these 24 hours strong gales from SSE. On bent the Mizzen topsail & Middle stuck it, one brig in sight heading Eastward by the wind, at 4 P.M. set the jib & Spanker, Middle & Latter part much the same at 11 A.M. set whole topsails so ends this day strong gales from SSE, & a large sea.

Lat. by Obs.  $27^{\circ} 47' S.$  Long. by Chro.  $22^{\circ} 41' W.$

Wednesday September 7<sup>th</sup> 1836.

Commences with strong gales from SSE with a large sea, at 2 P.M. sent down the main royal yard, at dark single reefed the top sails, Middle part more moderate at daylight set all sail. Latter light airs & calms all hand employed in middle sticking sails so ends this day light airs from S.

Lat. by Obs.  $27^{\circ} 25' S.$  No Alt.

Thursday September 8<sup>th</sup> 1836.

Commences with light airs from S, & calms all hands employed in ships duty, fitting sails, one sail in sight to the leeward, Middle part pleasant breezes from WSW, Latter part strong gales from W, steering SE by S. so ends this day, squally, & a large sea running,

Lat. by Obs.  $28^{\circ} 32' S.$  Long. by Chro.  $20^{\circ} 35' W.$

Friday September 9<sup>th</sup> 1836.

Commences with strong gales from W, & squally at 4 P.M. single reefed the top sails, steering SE by S, Middle & Latter part the same so ends this day strong gales from SW, & a large sea, steering SE by S.

Lat. by Obs.  $30^{\circ} 09' S.$  No Alt.



Saturday September 10<sup>th</sup> 1836.

Commences with strong gales from SW, with  
A large sea running, steering SE by S. at 5 P.M.  
keep off ESE, Middle part the same, Latter  
part More More Moderate, set whole top  
sails, so ends this day strong gale from SW,  
steering SE, watch employed in ships duty.

Lat. by Obs.  $30^{\circ}32'S$ . Long. by Chro.  $14^{\circ}53'W$ .

Sunday September 11<sup>th</sup> 1836.

First part of these 24 hours strong gales from  
SW, with a large sea, Course SE, Middle part  
wind WNW, Latter part much the same, so ends  
this day steering SE by S, wind SW by W, raged,

Lat. by Obs.  $31^{\circ}43'S$ . Long. by Chro.  $11^{\circ}25'W$ .

Monday September 12<sup>th</sup> 1836.

Commences with strong gales from SW by W,  
steering SE by S, with A large sea running,  
Middle & Latter part moderate, so ends this day  
fine weather light airs from SSW,

Lat. by Obs.  $32^{\circ}55'S$ .

Tuesday September 13<sup>th</sup> 1836.

First part of these 24 hours fine weather with  
light breezes from SSW, steering SE, the watch  
employed in setting up rigging, Middle & Latter part  
much the same so ends this day plenty of finback.

Lat. by Obs.  $33^{\circ}43'S$ . Long. by Chro.  $6^{\circ}37'W$ .

Wednesday September 14<sup>th</sup> 1836.

Commences with fine weather, light airs from SW  
steering SSE, plenty of finbacks in sight, Middle & Latter  
part much the same, so ends this day wind ESE,  
one sail in sight, Lat. by Obs.  $34^{\circ}08'S$ .



Thursday September 15<sup>th</sup> 1836.

Commences with light airs from E, steering S, the watch employed in ships duty, One sail in sight, Middle part much the same, Latter part fresh gales, saw humpbacks, at 10 AM spoke ship Meteor of Groton so ends this day, Meteor in company ...

Lat. by Obs.  $35^{\circ} 38' S$ . Long by Chro  $04^{\circ} 02' W$ .

Friday September 16<sup>th</sup> 1836.

Commences with strong gales from NE ship Meteor in sight, at 4 PM, double reefed the top sails took in jib & spanker, Middle & Latter part strong gales from SSE, & rainy, at 12 Midnight took in the Main sail, - so ends this day thick & rainy, raged. Weather steering SE by E, double reefed topsails.

No Obs.

Saturday September 17<sup>th</sup> 1836.

Commences with strong gales from N, & rainy steering SE by E, under double reef top sails, at 1 PM, took in Mizen topsail, Middle part more moderate, at daylight set whole top sails, Latter part moderate breezes from NW, steering ESE, so ends this day employed in bending Main Spencer.

Lat. by Obs.  $36^{\circ} 55' S$ . Long by Obs.  $02^{\circ} 12' E$ ,

Sunday September 18<sup>th</sup> 1836.

Commences with pleasant breezes from NW, steering ESE, watch employed in ships duty. Middle & Latter part fresh gales and light rain so ends this day steering ESE, with all sail set, wind NW.

Lat. by Obs.  $36^{\circ} 57' S$ . No Obs. for Long.



Monday September 19<sup>th</sup> 1836.  
Commences with fresh gales from N.W. steering  
E.S.E. with light rain at 3 P.M. wind hauled  
suddenly to the W.S.W. with rain squalls.  
Middle & Latter part much the same so ends this  
day the watch employed in ships duty.

Lat. by Obs.  $36^{\circ} 23' S.$  Long. by Chro.  $09^{\circ} 12' E.$

Tuesday September 20<sup>th</sup> 1836.  
First part of these 24 hours strong gales from  
S.W. steering E.S.E. not any thing in sight,  
Middle part blowing strong with a large sea  
took top gallant sails, Latter part more moderate  
at 10 A.M. set top gallant sails jib & Main sail,  
so ends this day, a large sea running.

Lat. by Obs.  $35^{\circ} 41' S.$  Long. by Chro.  $12^{\circ} 56' E.$

Wednesday September 21<sup>st</sup> 1836.  
Commences with strong breezes from S.W.  
steering S.E. by E. with a large sea from S.W.  
saw one hump back, Middle & Latter part calm  
so ends this day employed in repairing fore sail, saw  
some fin backs.

Lat. by Obs.  $35^{\circ} 29' S.$

Thursday September 22<sup>d</sup> 1836.  
Commences with light airs & calms employed in  
repairing fore sail &c. some fin backs in sight,  
Middle & Latter part calm so ends this day employed  
in repairing boat & fore top sail

Lat. by Obs.  $35^{\circ} 25' South.$  No Obs. for Long.



Friday September 23<sup>d</sup> 1836.  
Commences with light airs & Calms employed in  
repairing boat & the fore topsail, Middle &  
Latter part the same at 11 A.M. saw 2 right  
whales, lowered & chased, could not strike so  
ends this day fine weather, light air from NW, steering SE.  
Lat. by Obs.  $35^{\circ} 41' S$ . Long. by Chro.  $16^{\circ} 11' E$ .

Saturday September 24<sup>th</sup> 1836.  
Commences with light airs from NW, steering  
SE, saw fin & humpbacks, Middle & Latter  
part the same, so ends this day fine weather, wind  
SW by W. steering SE by S. saw a few fin backs.

Lat. by Obs.  $35^{\circ} 50' S$ . No Obs. for Long.

Sunday September 25<sup>th</sup> 1836.  
First part of the 24 hours fine weather, light airs from  
SW by W, steering SE by S, a few finbacks in sight,  
Middle part much the same, Latter part strong  
gales from S, heading ESE, at 9 A.M. saw a  
Barque ship steering westward at 9 A.M. double  
reefed the top sails. So ends this day raged.

No Obs.

Monday September 26<sup>th</sup> 1836  
Commences with strong gales from S heading  
ESE, under double reefed top sails, Middle &  
Latter part moderate at daylight set all sail  
heading S, wind ESE, so ends this day, one Brig in  
sight steering WNW.

Lat. by Obs.  $36^{\circ} 20' S$ . Long. by Chro.  $21^{\circ} 20' E$ .



Tuesday September 27<sup>th</sup> 1836.  
First part of these 24 hours light breezes ENE, &  
fine weather heading SE, at 1 P.M. passed a Brig  
steering WNW. Middle part strong gales from  
WNW, steering SE by E. Latter part more mor-  
derate so ends this day one Barque ship in  
sight steering WNW, wind SSW.

Lat. by Obs.  $36^{\circ}38'S$ . Long. by Chro.  $23^{\circ}46'E$ .

Wednesday September 28<sup>th</sup> 1836.  
First part of these 24 hours fresh gales from SSE,  
at 1 P.M. spoke Barque Russell of New Bedford  
bound home all full, sperm oil, 23 months out,  
Exchanged one man with them, by the name of Joseph  
Brown, fore one by the name of — Holt. Middle  
part moderate gales, Latter part much the  
same, so ends this day, saw one finback.

Lat. by Obs.  $35^{\circ}08'S$ . Long. by Chro.  $25^{\circ}31'E$ .

Thursday September 29<sup>th</sup> 1836.  
Commences with fresh gales from SE by S. at 1  
P.M. lashed ship to the westward, at sunset took  
in jib & mainsail, double reefed the topsails, Middle  
part much the same, Latter part strong gales from  
E by S, with a large sea, so ends this day, Cloudy.

No Obs.

Friday September 30<sup>th</sup> 1836.  
Commences with strong gales from E by S, with  
a large sea, Middle part more moderate set  
whole top sails, maintop gallant sail, Latter part  
strong gales from NW by W, steering SE by E, with a  
large sea running at 10 A.M. took in main top gallant  
sail, so ends this day raged.

Lat. by Obs.  $36^{\circ}36'S$ . Long. by Chro.  $28^{\circ}16'E$ .



Saturday October 1<sup>st</sup> 1836.

Commences with strong gales from NW by W, steering SE by E, with a large sea at 3 PM, double reefed the topsails, Middle & Latter part more moderate, at daylight one sail in sight, at 10 AM set whole topsails, main top gallant sail so ends this day wind WNW, steering SE by E, with a large sea, one sail in sight.

Lat. by Obs.  $36^{\circ} 46'$  S. Long. by Chro.  $31^{\circ} 14'$  East.

Sunday October 2<sup>d</sup> 1836.

Commences with strong gales from WNW, steering SE by E, with a large sea, at 2 PM, spoke ship Louisa of Linn 8<sup>th</sup> days out, at sunset took in sail and left to the wind, Louisa in sight, Middle & Latter part moderate breezes, at day light made sail & kept off ESE, ship Louisa in sight, some fin backs so ends this day fine weather.

Lat. by Obs.  $36^{\circ} 29'$  south. Long. by Chro.  $32^{\circ} 01'$  East.

Monday October 3<sup>d</sup> 1836.

Commences with fine weather with light breezes from WSW plenty of fin backs in sight, at sunset took in jib, main sail & double reefed the topsails, Middle & Latter part much the same so ends this day, fresh gales from WNW, & thick weather.

J. H. P. Obs.

Tuesday October 4<sup>th</sup> 1836.

Commences fresh gales from WNW, steering S, with a large swell & thick weather at dark took in all sail, & left to the wind heading N, Middle & Latter part blowing heavy, at daylight set the fore sail, & steered S, the wind WNW, so ends this day heavy sea running & squally.

Lat. by Obs.  $37^{\circ} 37'$  south. Long. by Chro.  $34^{\circ} 43'$  East.



Wednesday October 5<sup>th</sup> 1836.

Commences with strong gales from SW, & squally steering E, with a long sea, at sunset took in the fore sail & set the spencers, left to the wind heading SE, wind SSW, Middle & Latter part light gales, at daylight made sail, thick rainy weather, one sail in sight at 11 AM, spoke the Barque Captain Cook, 87 days from Cork bound to Sydney with Convicts, so ends this day Barque Captain Cook, in Company

Lat. by Obs.  $36^{\circ}45'$  south Long. by Chro.  $37^{\circ}00'$  East.

Thursday October 6<sup>th</sup> 1836.

Commences with pleasant breezes from WNW, steering SE, by E, Barque Capt. Cook in Company, at sunset took in sail & left to the wind heading southward the Barque in sight, Middle & Latter part fresh gales from WNW, at day light set double reefed sails at 11 AM spoke ship Julian of New Bedford so ends this day steering SE by E, Julian in Company.

Lat. by Obs.  $37^{\circ}05'$  south. Long. by Chro.  $39^{\circ}24'$  East.

Friday October 7<sup>th</sup> 1836.

First part of these 24 hours fresh gales from WNW steering SE by E, ship Julian in Company, finbacks in sight, Middle & Latter part fresh gales from WNW steering ESE, so ends this day ship Julian in sight saw a few fin back

Lat. by Obs.  $37^{\circ}08'$  south. Long. by Chro.  $42^{\circ}07'$  East.

Saturday October 8<sup>th</sup> 1836.

Commences with moderate breezes from NW, steering SE, by E, ship Julian in Company, Middle & Latter part light air, so ends this day, plenty of finbacks ship Julian & 2 other ships in sight steering ESE,

Lat. by Obs.  $37^{\circ}32'$  south. Long. by Chro.  $43^{\circ}48'$  East.



Sunday October 9<sup>th</sup> 1836

Commences with pleasant breezes from N, steering ESE, at 5 P.M., saw one Wright whale lowered the boats, but could not strike, sunset took in sail ship Julian & 2 other ships in sight, Middle & Latter part strong gales & a large sea, at daylight set double reef top sails, so ends this day steering ESE, wind N, one Barque in sight steering E,

Lat. by Obs.  $37^{\circ} 17'$  south. Long. by Chro.  $46^{\circ} 41'$  East.

Monday October 10<sup>th</sup> 1836.

Commences with strong gales from N, and a large sea, steering ESE, one Barque ship in sight steering E, at sunset took in fore top sail & fore sail, & left to the wind, Middle & Latter part strong gales, at daylight set double reef top sails so ends this day steering NE by E, strong gales & a large sea.

Lat. by Obs.  $36^{\circ} 35'$  south. Long. by Chro.  $48^{\circ} 19'$  East.

Tuesday October 11<sup>th</sup> 1836.

Commences with strong gales from SW & a large sea, steering E by N, at sunset took in sail Middle part light airs from NNE, at day set all sail, latter part fresh gales from N, steering E by N, Barque ship in sight steering E by N.

Lat. by Obs.  $35^{\circ} 57'$  south... No. Long.

Wednesday October 12<sup>th</sup> 1836.

Commence with strong gales from N, at 3 P.M., spoke an English Barque ship Sybilla of Bristol, at sunset took in fore sail & close reefed the Main top sail, blowing a gale, Middle part wind from all points of the Compass, blowing heavy, Latter part more moderate, set double reef top sails, so ends this day steering E by N, wind SW, & a large sea. Lat. by Obs.  $34^{\circ} 47'$  south. Long. by Chro.  $51^{\circ} 02'$  East.



Thursday October 13<sup>th</sup> 1836.

Commences with strong gales from SW, & a large sea, steering E by S, under single reef topsails at 3 PM, saw a sail to the windward, Middle part the same, Latter part more moderate, at 8 AM set top gallant sails, so ends this day steering ESE, Wind SW, one sail in sight.

Lat. by Obs.  $33^{\circ} 37'$  South. Long. by Chro.  $54^{\circ} 06'$  East.

Friday October 14<sup>th</sup> 1836.

Commences with fresh gales from SW, steering SE by E, one sail in sight, at sunset set the fore top Mast standing sail, Middle & Latter part light airs from ESE, with rain, so ends this day, not any thing in sight, cleared up, good weather.

Lat. by Obs.  $33^{\circ} 22'$  South. Long. by Chro.  $55^{\circ} 29'$  East.

Saturday October 15<sup>th</sup> 1836.

Commences with moderate gales from ESE steering Southward at 4 PM, saw one right whale going to the windward Eyes Out, at 6 PM took in top gallant sails, Middle part fresh gales, Latter part the same at 8 AM double the top sails. so ends this day veered,

Lat by Obs.  $35^{\circ} 16'$  South, Long. by Chro.  $56^{\circ} 05'$  East.

Sunday October 16<sup>th</sup> 1836.

Commences with fresh gales from ESE at 2 PM saw 2 sails to the windward, at 5 PM saw 2 right whales lowered the boats but could not strike, Came on board & took in sail plenty of whales in sight, Middle & Latter part blowing strong, at daylight set double reef fore top sail, so ends this day, saw some whales, 3 ships in sight.

Lat. by Obs.  $35^{\circ} 30'$  South. Long. by Chro.  $56^{\circ} 01'$  East.



Monday October 17<sup>th</sup> 1836.

Commences with strong gales from ESE, 3 sails in sight & a plenty of finback, at sunset took in the fore top sail, Middle part the same at day light set double reef topsails, Latter part more moderate at 11 AM, set jib & mainsail, so ends this day, large sea running, 3 ships in sight.

Lat. by Obs.  $35^{\circ} 25'$  south. Long. by Chro.  $56^{\circ} 08'$  East.

Tuesday October 18<sup>th</sup> 1836.

First part of these 24 hours fresh gales from ESE, 3 sails in sight. at dark took in jib & mainsail one ship in sight & boiling, Middle & Latter part light airs, at daylight made sail, at 8 AM. saw Whales lowered & the waist boat started & missed, so ends this day calm, 2 sails in sight.

Lat. by Obs.  $35^{\circ} 30'$  south. Long. by Chro.  $56^{\circ} 29'$  East.

Wednesday October 19<sup>th</sup> 1836.

Commences with & calm 2 sails in sight at 1 PM lowered the boats fore one whale Larbord boat struck & killed with the Iron, at 8 PM, took him to the ship & took in sail, Middle Part lying by the whale, Latter part fresh gales from NW, at 6 AM, commenced cutting, at 9 AM in set single reef top sails, so ends this day steering NE by E, 2 sails in sight.

Lat. by Obs.  $35^{\circ} 32'$  south <sup>1 H. 256 m.</sup> No Long.

Thursday October 20<sup>th</sup> 1836.

Commenced with fresh gales from NW, steering NE by E, at 5 PM, wind hauled suddenly to the S. took in all sail, clost reef the main top sail blowing heavy, Middle part the same, Latter part moderate at daylight made sail, Commenced boiling, at 11 AM, cooled down on account of



bad blubber, so ends this day fresh breezes from  
NNW, one sail in sight.

Lat. by Obs.  $35^{\circ} 56'$  south. Long. by Chro.  $56^{\circ} 44'$  East.

Friday October 21<sup>th</sup> 1836.

Commences with strong gales from NNW -  
Steering E, at 5 P.M., lifted tow the wind &  
took in the fore sail & clost reef the main  
top sail, Middle part the same, Latter part  
more moderate, at day light set double reef top  
sails, so ends this day light air from SSW,

Lat. by Obs.  $36^{\circ} 08'$  south. Long. by Chro.  $57^{\circ} 34'$  E.

Saturday October 22<sup>d</sup> 1836.

Commences with light airs from NW, at 1  
P.M., commenced boiling on the whale again,  
at 6 P.M., set the watch, one sail in sight,  
at 9 Evening spoke ship Mary of Edgerton & whale,  
Middle part the same at daylight finished  
boiling the whale, Latter part fresh breezes, at 6 a.m.,  
saw one whale could not strike, 9 a.m., saw  
more whale, waist boat struck and drowned,  
so ends this day ship Mary & 2 other sails in sight boiling

Lat. by Obs.  $35^{\circ} 48'$  south. Long. by Chro.  $57^{\circ} 33'$  East.

Sunday October 23<sup>d</sup> 1836.

Commences with fresh breezes from NW, ship  
Mary & 2 other sail in sight & boiling, saw  
whales could not strike, at sunset took in sail  
saw ship Mary take a whale, Middle & Latter  
part the same at daylight made sail, 3 sails in sight,  
so ends this day one sail in sight.

Lat. by Obs.  $35^{\circ} 20'$  south. Long. by Chro.  $57^{\circ} 30'$  East.



Monday October 24<sup>th</sup> 1836

Commences with pleasant breezes from N at 2 P.M., spoke ship Mary of Edgertown, at 5 P.M. chased whales could not get fast at dark saw ship Mary take a whale, one on other ship in sight & took in sail. Middle & Latter part the same at daylight made sail whales in sight lowered & chased, larbord boat darted, did not fasten at 8 A.M., lowered again West boat struck & Starbord boat killed, so ends this day, cutting in the whale, 3 sails in sight,

55 lbs  
H

Lat. by Obs.  $35^{\circ} 25'$  South. Long. by Chro.  $57^{\circ} 45'$  East.

Tuesday October 25<sup>th</sup> 1836.

Commence with fresh breezes from N, & fine weather, employed in cutting whale, at 1 P.M., all in at 6 P.M., more whales in sight, lowered could not strike came on board & took in sail, ship Mary in sight, (at 4 P.M., commenced boiling) Middle part, employed in boiling, Latter part the same, so ends this day chasing whales, one sail in sight.

Lat by Obs.  $35^{\circ} 29'$  South. Long. by Chro.  $57^{\circ} 50'$  East.

Wednesday October 26<sup>th</sup> 1836.

Commences with fresh gales from N, one sail in sight at 5 P.M., starbord boat lowered struck & killed with the Iron at 9 evening took the whale along side, Middle part the same, Latter part blowing heavy & rainy, at 7 A.M., commenced cutting, at 10 all in, so ends this day thick, & rugged weather, one sail in sight.

No Obs.

50 lbs  
H



Thursday October 27<sup>th</sup> 1836.

Commences with strong gales from S & thick rainy weather, lying to under close reef main topsail, one ship in sight, Middle & Latter part more moderate at daylight made sail, Mary & 2 other ships in sight boiling, Chased whales, could not fasten, so ends this day 2 sails in sight boiling,

Lat by Obs.  $35^{\circ} 30'$  south. Long. by Chro.  $57^{\circ} 59'$  East.

Friday October 28<sup>th</sup> 1836.

Commences with fine weather & pleasant breezes from SSW, at 1 P.M. commenced boiling, ship Mary & one other ship in sight, 2 P.M. chased whales, Starboard & Larboard darted & missed, at 4 P.M. spoke the French ship Jean Bart, 4 whales, at sunset took in sail, Middle & Latter part the same so ends this day employed in boiling ships Jean Bart & Mary in sight boiling.

Lat. by Obs.  $35^{\circ} 12'$  south.

Saturday October 29<sup>th</sup> 1836.

Commences with strong breezes from SSW, ships Mary & Jean Bart in sight, at sunset we finish boiling & took in sail, Middle & Latter part fine weather, at daylight made sail, whales in sight waist struck & drowed, lost the whale so ends this day employed in stowing down oil, 1 ship in sight.

Lat. by Obs.  $34^{\circ} 54'$  south. No Long.

Sunday October 30<sup>th</sup> 1836.

Commences with a calm, employed in stowing down oil one sail in sight at 4 P.M. Starboard Boat struck & sunk the whale, at sunset took in sail, Middle & Latter part blowing heavy from N. steering E, under double reef topsail, one sail in sight. Lat. by Obs.  $35^{\circ} 00'$  south. Long. by Chro.  $58^{\circ} 57'$ .



Monday October 31<sup>st</sup> 1836.

Commences with strong gale from N, Steering E;  
one sail in sight, at 4 P.M. saw plenty whales  
Lowered 2 boats, Starboard boat struck & killed, ~~lost~~  
the line, whale also, came on board & took in sail,  
Middle & Latter part blowing heavy, at 6 A.M.  
took in fore sail & close reefed the main top sail,  
saw 2 right whales, so ends this day, rages,

No  Obs.

Tuesday ~~October~~ November 1<sup>st</sup> 1836.

Commences with a gale from S.W. lying by under  
close reefed main top sail at 2 P.M. saw one right  
whale, at 4 P.M. saw 2 sails, Middle & Latter part  
the same at 9 A.M. more moderate set dou-  
ble reef top sails, so ends this day raged one sail in sight.

Lat. by Obs.  $34^{\circ} 26'$  south. Long. by Chron.  $59^{\circ} 11'$  East.

Wednesday November 2<sup>d</sup> 1836.

Commences with fresh gales from S.W. with a  
heavy sea, 3 P.M. set the jib, Middle & Latter part  
the same so ends this day one sail in sight.

Lat. by Obs.  $35^{\circ} 10'$  south. Long. by Chron.  $59^{\circ} 24'$  East.

Thursday November 3<sup>d</sup> 1836.

First part of these 24 hours strong gale from W. with  
a large sea, at 3 P.M. passed ship Mary of Edgerton,  
boiling, 2 other sails in sight, 4 P.M. saw a number  
of whales to the windward, at 5 took in fore & main  
top sails, Middle & Latter part the same at 9 A.M.  
set double reef top sails, so ends this day blowing heavy  
from S.W. with a large sea, 2 ships in sight lying  
by under close reefed main top sail.

Lat. by Obs.  $35^{\circ} 09'$  south. Long. by Chron.  $58^{\circ} 56'$  East.



Friday November 4<sup>th</sup> 1836.

First part of these 24 hours, strong gale from SSW, with a large sea, 2 sails in sight lying by under close reefed main top sail, at sunset took in fore & main top sail, middle & latter part moderate, at daylight, made sail, so ends this day, 3 sails in sight,

No Obs.

Saturday November 5<sup>th</sup> 1836.

Commences with light airs from S, at 3 PM, lowered for whales waist boat struck and drowed at sunset took in sail plenty of whales, & 8 sails in sight, one boiling, middle part the same, at daylight made sail 6 ships in sight at 8 AM saw whales waist boat struck & killed with the Iron at 11 AM, commenced cutting so ends this day cutting, strong gales from NE, 6 ships in sight



Sunday November 6<sup>th</sup> 1836.

Commences with strong gales from NE, & roused employed in cutting whale, at 2 AM, at 5 PM, saw Starboard boat truck & Starboard boat killed at 7 PM, took him alongside, & took in sail 3 ships in sight middle part lying by the whale, employed in boiling, blowing heavy, latter part blowing a gale from NNE, at 7 AM, parted the fluke chain. & lost the whale so ends this day 2 sail in sight, (November 8<sup>th</sup> found the whale again.)

Lat. by Obs. 35° 12' South,

No Long.

Monday November 7<sup>th</sup> 1836.

Commences with a gale from NNE, lying by under close reef main top sail, at 1 PM, cooled down the tryworks, heavy sea running, 2 sail in sight, middle & latter part, more moderate, so ends this day 3 ships in sight, Lat. by Obs. 35° 15' South.



Tuesday November 8<sup>th</sup> 1836.

Commences with strong gales from WNW & a heavy sea running, at 1 P.M. set close reefed fore & Mizzen top sails, all hands employed in boiling 3 sails in sight & Wright whales, at sunset we saw the ship Mary of Edgertown take a whale along side, at 9 evening, spoke the Mary & found the whale to be ours, which we part from 6<sup>th</sup> middle part lying by, at 11 finished boiling, latter part strong gales at 6 A.M. we took the whale along side, from ship Mary, & commenced cutting at 9 A.M. all in, so ends this day employed in boiling, Mary in sight.

Lat. by Obs.  $35^{\circ} 20'$  South. Long.  $58^{\circ} 13'$  East.

Wednesday November 9<sup>th</sup> 1836.

Commences with strong gales from NW. all hands employed in boiling, ship Mary & 2 other sails in sight, middle & latter part much the same at noon finished boiling so ends this day all hands employed clearing up deck, ship's Mechanic of St. Johns & Mary in sight.

Lat. by Obs.  $35^{\circ} 40'$  South. Long. by Chro.  $58^{\circ} 26'$  East.

Thursday November 10<sup>th</sup> 1836.

First part of the 24 hours strong gales from WNW, all hands employed in ship's duty, ship Mary & the Mechanic in sight, at 2 P.M. took in fore & Mizzen top sails & jib, at 5 took in the fore sail, strong gales with rain squalls, middle & latter part strong gales at 7 A.M. commenced stowing down Oil, so ends this day all hands employed in stowing, ship's Mary & Mechanic <sup>in sight</sup>.

Lat. by Obs.  $35^{\circ} 13'$  South. Long. by Chro.  $58^{\circ} 14'$  East.



Friday November 11<sup>th</sup> 1836.

Commences with strong gales from SSW, all hands employed in stowing down oil, at 4 P.M. all down, ships Mechanick & Mary & one other sail in sight, at 5 set the fore sail, middle & latter part calm, at daylight made sail, so ends this day, employed in cleaning bone 2 sails in sight.

Lat. by Obs.  $35^{\circ} 02'$  South. Long. by Chro  $58, 00$  East.

Saturday November 12<sup>th</sup> 1836.

Commences with a calm, 2 sails in sight, at 4 P.M. lowered for whales Carboard <sup>boat</sup> darted, did not fasten, at 5 lowered again for <sup>E</sup> Carboard boat struck, starboard <sup>boat</sup> killed & sunk the <sup>E</sup> & got stove, came on board & took in sail, & <sup>sunk</sup> got out another boat, middle & latter part much the same so ends this day, employed in repairing boat 3 sails in sight 1 of them cutting.

Lat by Obs.  $34^{\circ} 43'$  South


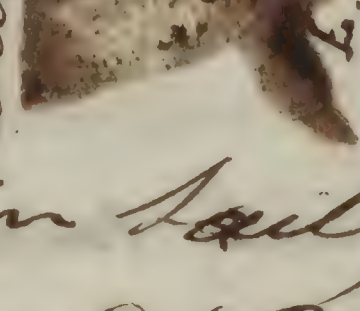
Sunday November 13<sup>th</sup> 1836.

Commences with a calm employed in repairing boat, at 2 P.M. saw one whale lowered & starboard boat darted & missed at 4 P.M. lowered fore whales again waist boat struck & killed, at 5 commenced cutting at  $7\frac{1}{2}$  all in, took <sup>30 lbs.</sup> in sail, spoke the Barque Franklin of <sup>3</sup> Woven 2 whales. 2 other sails in sight, middle & latter part light airs from ENE at daylight made sail, at 6 A.M. lowered fore <sup>55 lbs.</sup> Carboard boat struck & killed with the Iron <sup>55 lbs.</sup> took him to the ship & cut him in 20 ends this day boiling ship Mechanic with 5 whales, & Barque Franklin in sight.

Lat. by Obs.  $35^{\circ} 00$  South. Long. by Chro  $58^{\circ} 56'$  East.





Monday November 14<sup>th</sup> 1836.

Commences with light airs from ENE, 3 sails in sight, at 3 PM lowered for  Starboard boat struck & waist boat killed  Starboard boat got stove at sun set took in sail, Middle & Latter part pleasant breezes from ENE, all hands employed in boiling, so ends this day, Barque Franklin in sight, boiling, 3 other sails in sight.




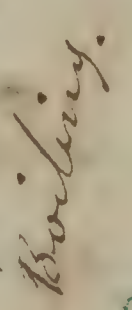
Lat. by Obs.  $35^{\circ} 09'$  South.

Tuesday November 15<sup>th</sup> 1836.

Commences with fine weather & pleasant breezes from ENE, all hands employed in boiling, Barque Franklin in sight, boiling, 3 other sails in sight. at 2 PM, lowered the boats for  Starboard boat struck & waist boat killed, took  him along side,  then he sunk & parted the chain  at 4 PM saw more  waist boat struck & got  again, Starboard boat  struck another  waist boat killed, at sunset  took the whale  along side & took in sail, Middle part boiling & lying by the whale, Latter part the same at 5 AM, commenced cutting the whale, so ends this day all hands employed in boiling, Barque Franklin & one other Barque in sight, thick weather.

Lat. by Obs.  $35^{\circ} 25'$  South.

Wednesday November 16<sup>th</sup> 1836.

Commences with fresh gales from NW, & thick weather all hand employed in boiling, at 3 PM, spoke Barque Huron of Hudson, with 2 whales, Barque Franklin in sight, at 4 PM saw one whale, Starboard Boat started did not fasten, at 5 took in sail, Middle & Latter part light airs from SSE, at daylight made sail. at 7 AM, lowered the boats for  Starboard boat struck & the Iron came out  lost the whale. so ends this day all hand  employed in  boiling. 3 sails in sight Lat. by Obs.  $35^{\circ} 9'$  Long by Chro.  $58^{\circ} 11'$  East.




Thursday November 17<sup>th</sup> 1836.

Commences with light airs from NNE, all hands employed in boiling, 3 sails & a plenty of whales in sight. Very mild could not strike, Starboard started, did not fasten, at sunset took in sail, at 9 evening finished boiling, Middle & Latter part much the same as ends. This day all hands employed in stowing down oil, 2 sail in sight. cloudy, wet, wether,

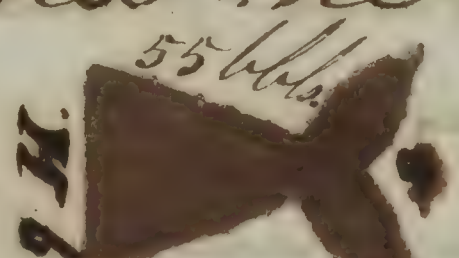
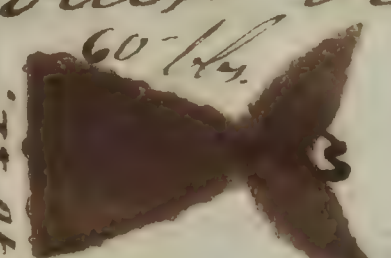
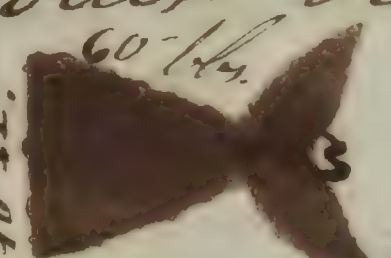
Lat. by Obs.  $35^{\circ} 08'$  south.

Friday November 18<sup>th</sup> 1836.

Commences with light airs SSW, all hands employed in stowing down oil, at sunset finished stowing & took in sail, Middle & Latter part the same, at daylight made sail, at 7 AM, saw one <sup>34 bls.</sup>  Larboard boat struck & Starboard & Larboard both killed, so ends this day fine wether all hands employed in cutting, one sail in sight.

Lat. by Obs.  $35^{\circ} 15'$ ,

Saturday November 19<sup>th</sup> 1836

Commences with light airs from ESE, all hands employed in cutting, at 5 PM. Spoke Barque Franklin of Warren, R.I. with 7 whales, at sunset took in sail, Middle & Latter part the same, at daylight made sail, sun rise plenty of whales in sight lowered the boats, Starboard boat struck & killed one <sup>55 bls.</sup>  waist boat struck & killed one other <sup>60 bls.</sup>  So ends this day all hands employe in cutting, <sup>10 H.</sup>  thick foggy wether.

No Obs.

Sunday November 20<sup>th</sup> 1836

Commences with fresh breezes from NNE, all hands employed in cutting, at 5 PM, finished Cutting & took in sail, whales in sight, Middle &



Latter part the same, at 9 evening commenced boiling, so ends this day Barque Franklin in sight boiling, with a whale alongside, thick rainy weather.

Monday November 21<sup>st</sup> 1836.

Commences with light breezes from S, all hands employed in boiling, thick rainy weather, Barque Franklin in sight lying by a whale & boiling, Middle & Latter part the same, at 7 AM put the fiars out on account of rain so ends thick rainy weather, saw Wright Whales.

No Obs.

Tuesday November 22<sup>d</sup> 1836.

Commences with fresh gales from SSE, with heavy rain at 5 PM rain more moderate commenced boiling again, at 10 evening put out the fiars again, Middle & Latter part blowing a gale from S, with rain so ends this day more moderate, commenced boiling again.

Lat. by Obs.  $35^{\circ} 20'$  south.

Wednesday November 23<sup>d</sup> 1836.

Commences with heavy gales from S all hands employed in boiling & breaking out the fore hole stowing down 4<sup>th</sup> whales in sight, Middle & Latter part more moderate at 6 AM commenced stowing down oil, so ends this day all hands employed in stowing, whales in sight, at noon finished boiling.

Lat. by Obs.  $35^{\circ} 12'$  south.

Thursday November 24<sup>th</sup> 1836.




Commences with moderate breezes from SSE, all hands employed in stowing oil, at 1 PM lowered & chased whales could not strike



Middle & Latter part light breezes from SSE,  
at daylight made sail, so ends this day all  
hands employed in cleaning bone one sail in sight

Lat. by Obs.  $34^{\circ} 14'$  South Long. by Chro.  $57^{\circ} 33'$  East.

Friday November 25<sup>th</sup> 1836

Commences with light winds from SSE, all  
hands employed in cleaning bone, at sunset took  
in main top gallant sail, 2 sails in sight,  
Middle & Latter part the same, at daylight set  
top gallant sails, at 9 AM saw 2 whales, Waist  
boat struck & Carborol killed, Starboard boat  
struck & killed the other <sup>10 lbs.</sup>  so ends this  
day boats <sup>25 lbs.</sup>  off whaling, <sup>12 H.</sup>  4 ships in  
sight,

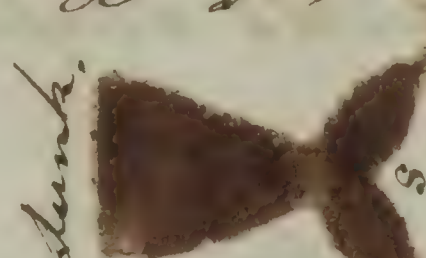
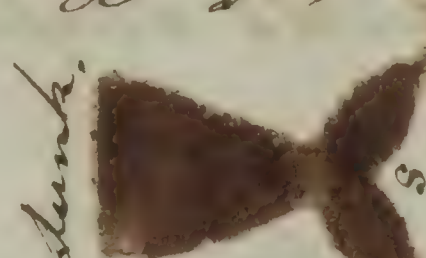
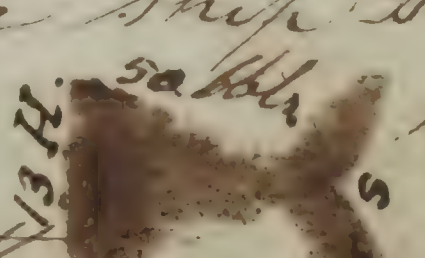
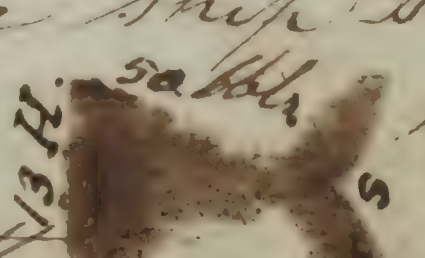
Lat. by Obs.  $35^{\circ} 0'$  South.

Saturday November 26<sup>th</sup> 1836

Commences with light breezes from SE, at 1 PM.  
took 2 whales along side & commences cutting, 4 ships  
in sight, at 7 PM took top gallant sails & set the  
watch, Middle & Latter part the same so ends this  
day all hands employed in boiling. one sail in sight.

Lat. by Obs.  $35^{\circ} 15'$  South. Long. by Chro.  $59^{\circ} 00'$  East.

Sunday November 27<sup>th</sup> 1836.

Commences with fresh breezes <sup>from</sup> NE, employed in  
boiling, one sail in sight, at 5 PM, saw one whale  
starboard boat struck  & killed got stove,  
sunk the whale, came on <sup>sunk</sup>  borol & took in sail,  
Middle part the same at 3 AM, finished boiling,  
at daylight made sail at 9 AM, spoke ship Atlantic  
of Warren R.I. with 7 whales, at 11 AM saw <sup>50 lbs.</sup>  lowered  
the starboard boat struck & killed with <sup>33 lbs.</sup>  the  
Iron, so ends this day taking whale along side.

Lat. by Obs.  $35^{\circ} 46'$  South.




Monday November 28<sup>th</sup> 1836

Commences with fresh breezes from W, all hands employed in cutting whale, ship Atlantic & 3 sails in sight, at 5 P.M. commenced boiling, lowered fore ~~more~~ whales could not fasten, came on board & took in sail, Middle part eaten, Latter part fresh breezes from NW, at 9 A.M. saw <sup>50 Hbls</sup> Starboard boat struck, Main boat <sup>14 H.</sup> killed with the Iron, so ends this day, cutting in the whales, 7 ships in sight.

Lat. by Obs.  $35^{\circ} 40'$  south. Long by Obs.  $58^{\circ} 33'$  East.

Tuesday November 29<sup>th</sup> 1836.

Commences with fresh breezes from NW, employed in cutting in whale, 9 ships in sight 5 of them cutting at sunset spoke ship Bayard of New York, 1750 Hbls. 16 months out, (at 5 P.M. saw <sup>iron parted</sup>  Lowered the boats Main boat struck, Iron broke & lost the whale) Middle & Latter part Much the same so ends this day all hands employed in boiling & stowing down oil, 5 ships in sight.

Lat by Obs.  $35^{\circ} 44'$  south.

Wednesday November 30<sup>th</sup> 1836.

Commences with fresh gales from NW, all hands employed in stowing oil, at 1 P.M. took in fore & Main top sail, 5 sails in sight, at sunset finished boiling & spoke the ship Atlantic of Warren, with 8 whales, Middle & Latter part strong gale from NW, so ends this day all hands employed in stowing down oil, 3 sails in sight.

Lat by Obs.  $35^{\circ} 57'$  south.

Thursday December 1<sup>st</sup> 1836.

Commences with strong gales from NW, all hands employed in stowing down oil, at 2 P.M. took in the fore sail, 3 sails & 4 right whales in sight, at 5 P.M. finished stowing down, Middle & Latter part thick &



heavy weather so ends this day lying by under close  
reefed main top sail, wind from NW, with large sea  
Lat. by Obs.  $36^{\circ} 06'$  South.

Friday December 2<sup>d</sup> 1836.

Commences with heavy gales from NW, with a  
large sea running, lying by under close reef main top  
sail, saw eight whales, middle & latter part thick  
fog & rainy, so ends this day, ship Bayard in sight.

No Cts.

Saturday December 3<sup>d</sup> 1836

Commences with fresh gale from NW thick  
rainy weather. ship Bayard in sight, at 1 PM,  
set double reef top sails & jib, 2 PM lowered  
2 boats for one whale, could not strike, at  
5 PM took in sail, middle & latter part much  
the same, at daylight set double reef top sails  
at 9 AM chased whales, so ends this day, one  
sail in sight, wind from WSW, heavy sea running

Lat. by Obs.  $36^{\circ} 00'$  South,

Sunday December 4<sup>th</sup> 1836

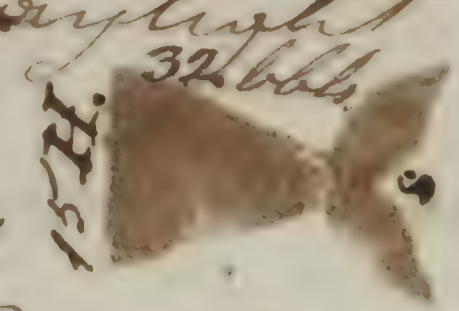
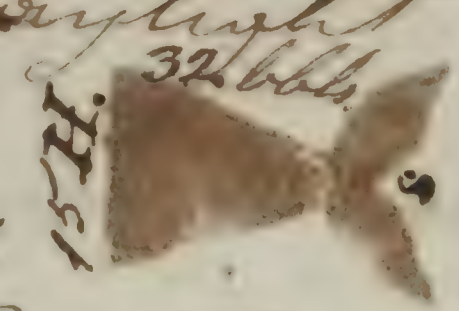
Commences with strong gale from WSW, with a  
heavy sea, employed stowing bone at 4 PM spoke  
ship Two Brothers of New Bedford 1700 bbls. One other  
sail in sight, at sunset took in sail, middle &  
latter part light airs, so ends this day calm ship  
Two Brothers in company & 3 other sails in sight.

Lat. by Obs.  $36^{\circ} 14'$  South. Long. by Chro.  $59^{\circ} 35'$  East.

Monday December 5<sup>th</sup> 1836.

Commences with a calm, ship Two Brothers in  
company & 3 other sails in sight & plenty of whales  
to the windward, at sunset lowered 2 boats, ~~one~~  
~~two~~ boat did not fasten, came on board & took in sail








at daylight made sail 4 sails in sight, at 6 A.M.  
saw <sup>32 bbls</sup>  lowered, starboard boat struck &  
killed <sup>15 H</sup>  so ends this day strong gales from  
NW with a large sea, all hand employed in boiling  
Ship Two Brothers in sight cutting.

Lat. by Obs.  $36^{\circ}$  south.

Tuesday December 6<sup>th</sup> 1836.  
Commences with strong gales & a large sea  
from NW, employed in boiling, at 1 P.M.  
double reefed the top sails & sail in sight, at  
6, took in all sail (chased whales could not part)  
Middle & Latter part the same. so ends this day  
Ship Two Brother in company, Ship Mount Vernon  
& one other sail in sight.

Lat. by Obs.  $36^{\circ} 44'$  south

Wednesday December 7<sup>th</sup> 1836.  
Commences with fresh gales from WNW, Ship  
Two Brothers & Mount Vernon & one other sail  
in sight, at 2 P.M. finished boiling, at 3 spoke  
Ship Mount Vernon of New Bedford 1350 bbls.  
Chased whales & sunset took in sail, Middle  
and Latter part the same, at daylight made  
sail, & lowered for whales starboard boat struck &  
drowned from one whale  waist boat struck &  
drowned from another  so ends this day thick  
weather 5 sails in sight  
Lat. by Obs.  $36^{\circ} 45'$  south.

Thursday December 8<sup>th</sup> 1836.  
Commences with moderate gales from WNW 5 sails  
in sight, at 3 P.M. saw Whales lowered, starboard boat  
struck & drowned from one  at 4 P.M. spoke  
Ship Bayard, bent Main  top sail & C. &  
sunset took in sail, Middle  & Latter part the  
same, at daylight made sail, saw Whales, started  
but did not part so ends this day 2 sails in sight  
Lat. by Obs.  $37^{\circ} 33'$  south. Long. by Chron.  $60^{\circ} 27'$  East.



Friday December 9<sup>th</sup> 1836.

Commences with moderate gales from N,  
steering S, one sail in sight, saw whales  
going to the westward Eys out, at sunset  
took in sail, saw another sail, to the lee  
ward Middle & Latter part blowing heavy, (at  
9 PM spoke ship Mary Edgertown, 16 whales,)  
at daylight commenced stowing down oil  
so ends this day blowing a gale from N,

Lat. by Obs.  $38^{\circ} 38'$  south.

Saturday December 10<sup>th</sup> 1836.

Commences with a gale from N with a heavy  
sea running, not any thing in sight, Middle &  
Latter part more moderate at daylight made sail  
& lowered for whales Larboard boat darted, did  
not fasten, at 9 AM, lowered the waist boat,  
it struck & the Irons broke, lost the Iron  
broke Whole  
so ends this day ship Mary in sight.

Lat. by Obs.  $38^{\circ} 48'$  south.

Sunday December 11<sup>th</sup> 1836.

Commences with fresh gales from N, steering S,  
at 6 PM, spoke ship Candace of New London  
1100 bbls. at sunset took in all sail blowing  
heavy (at 2 PM saw the Mary take a whale).  
Middle & Latter part much the same, so ends  
this day blowing a gale from WNW, 2 sails in sight.

Lat. by Obs.  $38^{\circ} 30'$  south.

Monday December 12<sup>th</sup> 1836.

Commences with a gale from WSW, 3 sails in  
sight, Middle & Latter much the same, at 8 AM  
signalled a Firenall ship steering ESE, so ends  
this day blowing a gale from NWN, 2 sails in sight.

Lat. by Obs.  $38^{\circ} 25'$  south.



Tuesday December 13<sup>th</sup> 1836.

Commences with a gale from N.W. with a large sea Middle & Latter part more moderate so ends this day lying by under close reef in topsail.

Lat. by Obs.  $38^{\circ}52'$  South. Long. by Chro.  $61^{\circ}36'$  East.

Wednesday December 14<sup>th</sup> 1836.

Commences with strong gales from W.S.W. at 1 P.M. set the fore sail & double reef fore & main top sails, at 3 P.M. spoke ship Mount Wollaston of Salem 8 Whales, & 15 Obs. Sperm Oil, spoke the Barque Roscoe of New Bedford 20 Whales at sunset took in sail, Middle & Latter part much the same so ends this day, Barque Roscoe & ship Mount Wollaston in sight, saw Whales.

Lat. by Obs.  $38^{\circ}40'$  South,

Thursday December 15<sup>th</sup> 1836.

Commences with fresh gales from E.N.E. ship Mount Wollaston & Barque Roscoe in sight, at 5 P.M. took in sail & spoke ship Mary of Edgertown, 17 Whales, Middle & Latter blowing heavy, at midnight pitched away the fly jib boom, so ends this day 6 sails in sight.

Long. by Chro.  $60^{\circ}56'$  East.

Lat. by Obs.  $38^{\circ}44'$  South. Long. by Luner  $60^{\circ}01'$  East.

Thursday December 16<sup>th</sup> 1836.

Commences with strong gale from S.W. lying by under close reef main top sail, 6 sails in sight, at sunset more moderate, Middle & Latter part moderate at daylight set all sail, so ends this day fine weather light breezes from N. steering S. all hands employed in repairing sails, one sail in sight.

Lat. by Obs.



Saturday December 17<sup>th</sup> 1836.  
Commences with light airs from N, steering  
S, all hands employed in repairing fore sail,  
one sail in sight at sunset took in sail,  
middle part fresh gales steering S, latter part  
much the same at daylight set double reef  
top sails, at 6 AM spoke ship O'Brien of  
Bag Harbour, 2 other sails in sight so ends  
this day steering SSE, wind NNE, raged.

Lat. by Obs.  $40^{\circ} 14'$  south. Long. by Chro.  $63^{\circ} 54'$  East.

Sunday December 18<sup>th</sup> 1836  
Commences with strong gales from NNE,  
steering SSE, under double reef top sails, at  
5 PM took in all sail, & left to the wind  
heading E middle & latter part more moderate, at  
daylight set whole top sail, saw one Wright Whale,  
so ends this day, one sail in sight steering ESE,

Lat. by Obs.  $39^{\circ}$  south.

Monday December 19<sup>th</sup> 1836.  
First part of these 24 hours fresh gales from N,  
one sail in sight steering ESE, at sunset took  
in all sail, middle & latter part blowing a  
gale from WNW, & thick rainy weather, at 7 AM  
saw a ship steering ESE, so ends this day, lying by.

Lat by Obs.  $39^{\circ} 35'$  south. Long. by Chro.  $66^{\circ} 00'$  East

Tuesday December 20<sup>th</sup> 1836.  
First part of these 24 hours blowing a gale from  
WNW, lying by under close reef main top sail,  
middle & latter part much the same at  
daylight set the fore sail & double reef top  
sail, so ends this day steering SE, one sail in sight.

Lat. by Obs.  $40^{\circ} 07'$  south.



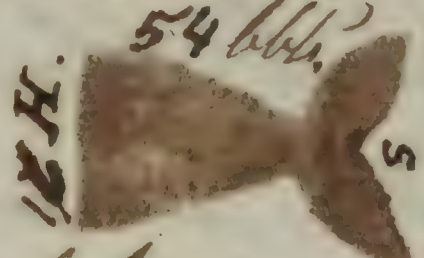






repairing Main I sail, one sail in sight.


Lat. by Obs.  $39^{\circ} 41'$  south.

Sunday December 25<sup>th</sup> 1836.

Commences with strong gales from N. 2 sails in sight, saw whales Starboard boat struck & killed one <sup>54 blks</sup>  Waist boat struck & killed one  other took it along side, part the fluke chain &  sunk lost the whale as usual, took the other whale along side, at dark all in, lost reef the main I sail, set the watch & commenced boiling, Middle part blowing heavy with rain, stopped boiling, at daylight commenced boiling again, at 9 AM spoke ship Joseph Maxwell of Fair Haven with 1300 bls. So ends this day employed in boiling. raged.

Lat. by Obs.  $39^{\circ} 51'$  south. Long. by Obs.  $69^{\circ} 25'$  East.

Monday December 26<sup>th</sup> 1836.

Commences with strong gales from SW, all hands employed in boiling, ship Joseph Maxwell in company, Middle  Latter part moderate at daylight made sail, at 8 AM, saw whales lower Starboard boat struck & drowned, so ends this day Joseph Maxwell & one other sail in sight (at 7 AM finished boiling)

Lat. by Obs.  $39^{\circ} 41'$  south. Long. by Obs.  $69^{\circ} 58'$  East.

Tuesday December 27<sup>th</sup> 1836

Commences with light airs from NNE, ship Joseph Maxwell & one other sail in sight, at dark took in sail, Middle & Latter part the same at daylight made sail, so ends this day employed down side, ship Joseph Maxwell & one other ship in sight

Lat. by Obs.  $40^{\circ} 1'$  south.



Wednesday December 28<sup>th</sup> 1836.

Commences with moderate breezes from NW steering E by S. Ship Joseph Maxwell & one other vessel in sight at 6 PM, spoke ship Sally Anne of New Bedford 1500 lbs. & took in sail, Middle part much the same, latter part ~~much the same~~, at daylight made sail, at 11 AM, took in fore & main top sails, blowing heavy, so ends this day, ship Sally Anne in sight,

Lat. by Obs.  $40^{\circ} 45'$  south. Long. by Chro.  $70^{\circ} 06'$  East.

Thursday December 29<sup>th</sup> 1836.

Commences with a gale from WNW, ship Sally Anne in sight, at 4 PM, close reef Main Top sail & took in the fore sail, heavy sea running Middle part the same, latter part more moderate, so ends this day, ship Sally Anne & A Barque ship in sight

Lat. by Obs.  $40^{\circ} 32'$  south.

Friday December 30<sup>th</sup> 1836

Commences with strong gales from WNW at 1 PM, set jib & double reef top sails, ship Sally Anne & A Barque in sight at sunset took in sail, Middle & latter part much the same at daylight made sail 2 sails in sight, so ends the day steering S by W, Wind WNW, ship Sally Anne in sight

Lat. by Obs.  $41^{\circ} 37'$  south. Long. by Chro.  $70^{\circ} 23'$  East.

Saturday December 31<sup>st</sup> 1836.

Commences with fresh gales from WNW steering SSW, at 2 PM, spoke Sally Anne, at sunset took in sail, Middle & latter part blowing a gale from NNE, so ends this day, ship Sally Anne in sight.

Lat. by Obs.  $40^{\circ} 54'$  south.



Sunday January 1<sup>st</sup> 1837

Commences with a gale from NNE blowing heavy ship Sally Anne in sight, Middle & Latter part blowing heavy gales, with a large sea running, at daylight took in the waist boat, so ends this day lying by under close reefed M. T. Sail, heavy gale from NNE,

No Obs.

Monday January 2<sup>d</sup> 1837

Commences with heavy gale from NNE with a large sea running, Middle part much the same with heavy squalls, at daylight moderate, set double reef top sails & fore sail, One sail in sight steering NE, so ends this day, raged, wind WNW.

Lat. by Obs.  $44^{\circ} 00'$  South. Long. by Chro.  $70^{\circ} 30'$  East.

Tuesday January 3<sup>d</sup> 1837

Commences with heavy gales from WNW at 1 PM, took in Fore & Main Top Sails, blowing heavy, at 4 PM, took in the fore sail, Middle part the same, at daylight set the Fore Top sail & Fore sail, so ends this day steering ENE, under double reef fore & Main T sails blowing heavy from WNW,

Lat. by Obs.  $43^{\circ} 27'$  South. Long. by Chro.  $71^{\circ} 18'$  East.

Wednesday January 4<sup>th</sup> 1837

Commences with heavy gales from WNW steering under double reefed Fore & Main T Sails, at dark took in all sail & left to the wind, Middle & Latter part more moderate at daylight set whole top sails, so ends this day steering NE by E, fresh breezes from NW, saw a number of fin & humpback.

Lat. by Obs.  $41^{\circ} 47'$  South. Long. by Chro.  $73^{\circ} 58'$  East.



Thursday January 5<sup>th</sup> 1837.

Commences with fresh gales from NW, steering NE by E,  
at 4 P.M. saw whales Starboard ~~Struck~~ <sup>cut from</sup> struck,  
at dark cut from him & let him go, with 2 Irons,  
came on board & took in sail, Middle part Much  
the same, Latter part strong gales from N.W. at  
10 A.M. double reef the top sails & took in the jib &  
Main sail, so ends this day thick rainy weather blowing  
heavy with a large sea running  
No Obs.

Friday January 6<sup>th</sup> 1837.

Commences with heavy wind from N.W. with  
rain at 1 P.M. took in the fore & Mizen top sails  
at 4 P.M. close reefed the Main & sail & took in the  
Fore sail, Middle & Latter part more moderate, at  
daylight made sail, so ends this day steering ENE,

Lat. by Obs.  $40^{\circ} 16'$  South. Long. by Chro.  $75^{\circ} 05'$  East.

Saturday January 7<sup>th</sup> 1837.

Commences with moderate breezes from N.W.  
steering ENE, at 2 P.M. set whole watches, Middle  
part strong gales from N. with rain squalls, at  
daylight double reefed the top sails, so ends this day  
thick weather & rainy, at 10 A.M. set whole Top sails

Lat. by Obs.  $38^{\circ} 56'$  South. Long. by Chro. at 10 A.M.  $77^{\circ} 06'$  East

Sunday January 8<sup>th</sup> 1837.

Commences with fresh gales from N. steering  
E by N, at 3 P.M. saw the Island of St Paul  
bearing by Compass E by N, dist 20 Miles, thick rainy  
weather, at 5 P.M. double reefed the fore & Main Top  
sail & took in the Mizen & sail & Main sail,  
at 3 A.M. set double reef top sails, jib & Main sail  
Latter part lying off & on the land, at 10 A.M.  
sent 2 boats on shore fishing & ends this day 2 boat on  
shore (at daylight 4 sail in sight, one steering ESE.)



Monday January 9<sup>th</sup> 1837.  
Commences with strong gales from NNE, lying  
off & on the Island of St. Pauls, 2 boat on shore  
fishing, at 2 P.M. came on board, at 6 P.M. spoke  
Ship Joseph Maxwell of Fair Haven 1300 bbls. &  
the Barque Margaret Rait of St. Johns, NB,  
5 whales, Middle & Latter part much the same, steering  
ESE, so ends this day Barque Margaret Rait in sight.

Lat. by Obs.  $38^{\circ}47'$  South.

Tuesday January 10<sup>th</sup> 1837.  
Commences with fresh gales from NNE, steering ESE.  
Barque Margaret Rait in sight, at sunset double  
reefed the fore & main top sail, Middle & Latter part  
Moderate breezes from NNE steering SE, so ends this  
day Barque Margaret Rait in Company.

Lat. by Obs.  $39^{\circ}09'$  South.

Wednesday January 11<sup>th</sup> 1837.  
Commences with Moderate breezes from NNE, steering  
S, Barque Margaret Rait in Company, at sunset  
double reefed the top sails, & took in the jib, Middle  
& Latter part thick weather steering S. at daylight  
made all sail, so ends this day Barque Margaret  
Rait in sight, light airs from NNE.

Lat. by Obs.  $40^{\circ}20'$  South.

Thursday January 12<sup>th</sup> 1837.  
First part of these 24 hours light airs from NNE,  
steering SSE, Barque Margaret Rait in sight, at  
sunset took in all sail, Middle part steering SSE under  
double reefs M, T, sail & fore sail, Latter part strong  
gales from W, at daylight set double reefed Top  
sails, so ends this day steering ESE.

Lat. by Obs.  $41^{\circ}10'$  South. Long. by Chron.  $86^{\circ}15'$  East.



Friday January 13<sup>th</sup> 1837.

Commences with strong gales from W, steering ESE, with a large sea running, at sunset took in top sails middle part moderate, at daylight set the top sails so ends this day fine weather, light airs from SW, steering SE by E, not eny thing in sight.

Lat. by Obs.  $41^{\circ} 06'$  South. Long. by Chro.  $89^{\circ} 35'$  East.

Saturday January 14<sup>th</sup> 1837.

Commences with light airs from SW, steering SE, at sunset took in jib & main sail, double reefed the top sails, kept to the wind & C, fine weather, middle & latter part much the same, at day light made all sail so ends this day steering S, wind NNE,

Lat. by Obs.  $42^{\circ} 00'$  South. Long. by Chro  $91^{\circ} 02'$  East.

Sunday January 15<sup>th</sup> 1837.

Commences with fresh gale from N, steering S, at 4 P.M. saw One Wright <sup>2344.</sup> ~~Wh.~~ <sup>2</sup> ~~Wh.~~ <sup>1</sup> Larbord boat struck & killed, at 8 P.M. finished cutting the whale & took in all sail, middle part much the same at 11 evening commenced boiling, latter part light airs from WSW, with rain, so ends this day, lying by under close reefed main & sail the watch employed in boiling, thick foggy weather.

Monday January 16<sup>th</sup> 1837.

Commences with light airs from SW, the watch employed in boiling, lying by in thick foggy weather, at 6 P.M. set the watch, middle & latter part calm, at daylight finished boiling, so ends this day light air & calm, all hands employed in stowing down oil

Lat. by Obs.  $42^{\circ} 15'$  South



Tuesday January 17<sup>th</sup> 1837.

Commences with light air from SSE & calm, all hands employed in stowing down Oil 3 P M, saw one right whale lowered the boat, Starboard boat struck & killed the <sup>107 bbls</sup> ~~18 H.~~, took him along side, at 1 P M finished cutting at 10 P M, commenced boiling, latter part fine weather light breezes from SSW, all hands employed in boiling.

Lat. by Obs.  $42^{\circ} 11'$  South Long by Chr.  $91^{\circ} 07'$  East.

Wednesday January 18<sup>th</sup> 1837.

Commences with Pleasant gales from SSW all hands employed in boiling, at 6 P M took in sail, set the watch Middle & Latter part strong gales from WSW at daylight set double reef Top sail, one sail in sight steering SE, at 7 A M, finished boiling, so ends this day lying by under short sail, all hands employed in stowing Oil.

Thursday January 19<sup>th</sup> 1837.

Commences with fresh gales from WSW, & thick weather lying by under short sail, all hands employed in stowing Oil, at 5 P M, clost reefed the Main & sail & took in the Fore sail, Middle & Latter part fresh gales from WSW, at daylight set double reef Top sails & steered SE, at 8 A M saw 2 whales lowered & the Starboard boat struck & <sup>drowned</sup> ~~18 H.~~, Starboard boat killed the other, so ends <sup>58 bbls</sup> ~~18 H.~~ this day all <sup>S.</sup> hands employed in cutting.

~~Thursday~~ Friday January 20<sup>th</sup> 1837.

Commences with fresh gales from WSW, all hands employed in cutting in whale, at 6 P M set the watch, whales in sight breaching, Middle & Latter part fine weather - at day light made sail, at 9 A M, saw 1 whale lowered & chased could not strike so ends this day all hands employed in boiling. Lat. by Obs.  $42^{\circ} 30'$  South Long. by Chr.  $93^{\circ} 20'$  East.



Saturday January 21<sup>th</sup> 1837.

Commences with pleasant breezes from NWN all hands employed in boiling, at 1 P.M. saw one whale, lowered & chased, could not strike, at 5 P.M. finished boiling, at sunset took in sail, Middle & Latter part Much the same, at daylight made sail & steered S by E at 7 A.M. saw whales lowered the boat, Starboard boat started & missed so ends this day all hands employed in stowing down oil & chasing whale, fine weather.

Lat. by Obs.  $42^{\circ} 41'$  South.

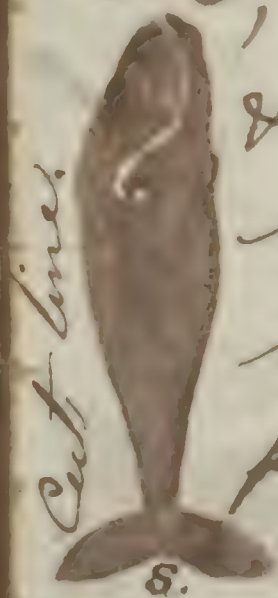
Sunday January 22<sup>d</sup> 1837.

Commences with fresh breezes from NNE, all hands employed in stowing down oil & chasing whales, at 2 P.M. Starboard boat started & missed the whale, at sunset took in sail, Middle & Latter part strong gales at daylight set double reef top sails, & ends this day steering SE, wind from NNE, riced.

(No Obs.)

Monday January 23<sup>d</sup> 1837.

Commences with strong gales from NNE, steering SE, at 2 P.M. saw whales, Starboard boat struck & killed with the Iron, cut from him, let him go, heavy sea running, at 4 P.M. took in sail, plenty whales in sight, Middle & Latter more moderate & rainy, wind from SSW, so ends this day all hands employed in craping bone, not any thing in sight.



Lat. by Obs.  $43^{\circ} 13'$  South Long. by Chro.  $96^{\circ} 04'$  East.

Tuesday January 24<sup>th</sup> 1837.

Commences with pleasant breezes from W, all hands employed in craping bone at 3 P.M. saw 2 right whales going to quick to the windward, at sunset took in sail, Middle & Latter part much the same at daylight set double reef top sails Lat. by Obs.  $43^{\circ} 43'$  South.



Wednesday January 25<sup>th</sup> 1837.

Commences with strong gales from NNE, steering SE, saw a number of finbacks, at sunset took in all sail, Middle & Latter part blowing heavy with rain, at daylight set the fore sail, so ends this day steering SE by E, under close reefed M. J. sail & fore sail.

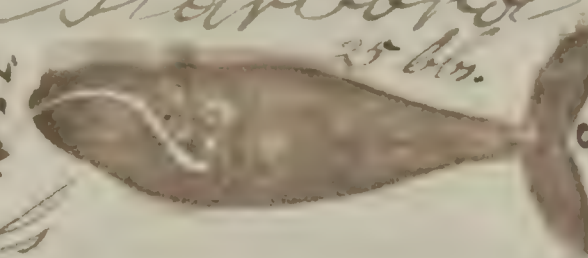
No Obs.

Thursday January 26<sup>th</sup> 1837.

Commences with heavy gales from NNE, at 3 PM wind hauled to the W, with a heavy sea running, Course E by S at sunset put to the wind & took in the fore sail, Middle & Latter part more moderate, at daylight made sail & steered E by S, so ends this day fresh gales from WNW, & steering E by S. saw nothing

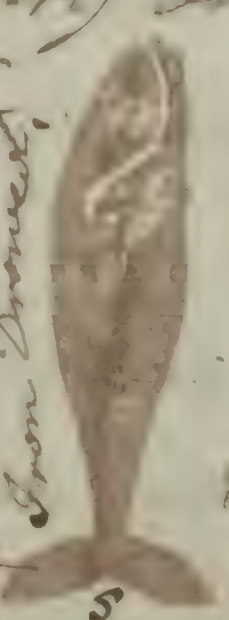
Lat. by Obs.  $44^{\circ} 22'$  South. Long. by Chro.  $102^{\circ} 19'$  East.

Friday January 27<sup>th</sup> 1837.

Commences with fresh gales from NNE, & fine weather, Course E, at sunset took in sail Middle part much the same, Latter part fresh gales from NNE, at 8 AM saw one whale starboard boat struck & the starboard boat killed,  with the Iron, so ends this day all hands employed in cutting plenty whales in sight.


Lat. by Obs.  $43^{\circ} 50'$  South. Long. by Chro.  $104^{\circ} 21'$  East.

Saturday January 28<sup>th</sup> 1837.

Commences with strong gales from N. employed in cutting at 1 PM, cut off the flukes & let him go, Dry Skin, saw his head & part of the body, at 4 PM saw another starboard boat struck & drowned, came on board in fore & Mizen top sail, Middle & Latter part heavy, & rainy, so ends this day more moderate (at 10 AM wind hauled suddenly to the West.  & took in fore & Mizen top sail, Middle & Latter part heavy, & rainy, so ends this day more moderate (at 10 AM wind hauled suddenly to the West. No Obs. this day.



Sunday January 29<sup>th</sup> 1837.

Commences with fresh gales from W, at 1 P.M. set double reefed top sails, at 5 P.M. saw whales to the windward. at sunset took in sail. Middle & latter part much the same, at daylight set the top sails, at 9 A.M. saw one  Starboard boat struck & killed, so ends this day boat employed in towing the whale to the ship. strong gales from W.S.W. & squally,


Lat by Obs.  $44^{\circ} 12'$  south,

Monday January 30<sup>th</sup> 1837.

Commences with strong gales from W.S.W. and squally at 1 P.M. took the whale along side & commenced cutting at 5 P.M. took in sail, Middle & latter part more moderate, at 7 A.M. set the top sails, so ends this day all hands employed in boiling, thick cloudy weather.

No Obs.

Tuesday January 31<sup>th</sup> 1837.

Commences with moderate wind N.E. all hands employed in boiling, at 5 P.M. saw one whale, would not shoot. Struck; ~~Starboard~~ Starboard & Larboard boat killed at dark took him along side & took in sail, thick rainy weather Middle & latter part blowing heavy from W.S.W. with a heavy sea running so ends this day lying by with a whale  along side, all hands employed in boiling & breaking out, thick cloudy weather.

Both chains parted  
lost the whale.

No Obs.

Wednesday February 1<sup>st</sup> 1837.

Commences with gale from W.S.W. lying by with a whale along side all hands employed in stowing down oil, & boiling Middle & latter part blowing heavy from W.S.W. at daylight parted both chains & lost the whale at 6 A.M. lost the row boat & all the contents, so ends this day blowing heavy, & a bad sea running, frequented by heavy squalls. No Obs.



Thursday February 2<sup>d</sup> 1837.

Commences with A heavy gale from WSW, frequented with heavy squalls, with A bad sea running, at 4 P.M. started the jib & martingal gies, secured them again & turned up the larboard boat, Middle & Latter part much the same, so ends this day More Moderate, heavy sea.

Lat. by Obs.  $44^{\circ} 13'$  South.

Friday February 3<sup>d</sup> 1837.

Commences with a gale from WSW, with A heavy sea running, at 5 P.M. More Moderate, set the fore sail & commenced boiling, wind W, Middle & Latter much the same at daylight finished boiling, at 7 A.M. commenced stowing down so ends this day all hands employed in stowing oil, lying by under close reef main & sail, thick weather, & A heavy sea running.

No Obs.

Saturday February 4<sup>th</sup> 1837.

Commences with strong gales from W, lying by under close reef M, & sail, with a heavy sea running at 4 P.M. finished stowing & set the Fore sail & steered E, Middle & Latter part More Moderate, at daylight set the top sails, so ends this day strong gales from NW, all hands employed in ships Duty, steering E.

Lat. by Obs.  $44^{\circ} 02'$  South, Long. by Chro  $107^{\circ} 57'$  East.

Sunday February 5<sup>th</sup> 1837.

Commences with strong gales from NW, steering E, all hands employed in ships duty, at 4 P.M. double reefed the top sails, at sunset took in sail, Middle & Latter part More Moderate with rain, at day made sail, so ends this fine weather steering ESE, wind W.

Lat. by Obs.  $43^{\circ} 50'$  South, Long. by Chro.  $111^{\circ} 10'$  East.



Monday February 6<sup>th</sup> 1837.

Commences with fine weather, light breeze from N,  
steering SSE, at sunset took in sail & left to the  
wind heading southward, Middle & Latter part fresh  
gales from N. & W., at daylight made sail, employed  
in cleaning bone so ends this day, cloudy weather, come ESE.

No Obs.

Tuesday February 7<sup>th</sup> 1837.

Commences with strong gales from N & W, steering  
ESE, at 5 P.M., saw one right whale, took in  
sail & left to the wind, Middle & Latter part much  
the same, at day light set double reef fore & M.T.  
sail & fore sail, so ends this day steering SE, wind N.W.

Lat. by Obs.  $44^{\circ} 40'$  South, Long. by Chro.  $115^{\circ} 12'$  East.

Wednesday February 8<sup>th</sup> 1837.

Commences with strong gales from N & W, steering E,  
with with a heavy sea running, at 3 P.M., saw one  
right whale, at sunset took in sail, Middle &  
Latter part blowing heavy, with a tremendous sea running,  
so ends this day steering E by S, under close reef M.T. sail  
& fore sail, thick hazy weather.

No Obs.

Thursday February 9<sup>th</sup> 1837.

Commences with a gale from W, scudding under close  
reef M, Top sail & fore sail, E by S, at 5 P.M., reefed  
the Fore T. sail & set it, at 7 P.M., took in the waist boat  
& set whole watches, Middle & Latter part much the  
same, so ends this day blowing heavy with a heavy sea  
running, steering E by S, wind W.

Lat. by Obs.  $44^{\circ} 06'$  South, Long. by Chro.  $122^{\circ} 45'$  East.

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Friday February 10<sup>th</sup> 1837.

Commences with heavy wind from N, with a heavy sea running, steering E by S, at 1 P.M. saw 2 right whales heading westward, middle & latter part more moderate, so ends this day steering E by S, wind N.N.W. & fresh, thick cloudy weather.

Lat. by Obs.  $44^{\circ}15'$  South, Long. by D. R.  $126^{\circ}30'$  East.

Saturday February 11<sup>th</sup> 1837.

Commences with fresh gales from N.N.W. steering E by S, with all sail set, thick cloudy weather, middle & latter part fine weather, so ends this day steering E, with all sail set, wind N.N.W. not any thing in sight.

Lat. by Obs.  $44^{\circ}25'$  South. Long. by Chro.  $130^{\circ}28'$  East.

Sunday February 12<sup>th</sup> 1837.

Commences with pleasant ~~and~~ breezes from N.N.W. & cloudy, steering E, with all sail set, at 5 P.M. saw one sulphur bottom whale, middle part light air & thick, latter part strong gales from N. with rain, at 10 A.M. took in jib & reefed the fore & mizen top sails, so ends this day thick rainy weather & strong gales, steering East.  
No Obs.

Monday February 13<sup>th</sup> 1837.

Commences with strong gales from N.N.W. steering East at 4 P.M. wind from W. blowing fresh, set the M. J. Gallant sail, & let the reefs out the fore top sail, at 5 P.M. took a Lunar Obs. but not correct, cloudy, middle part fresh gales from N.N.W. latter part light air from S.W. so ends this day steering E, fine weather but no whales.

Lat. by Obs.  $44^{\circ}13'$  South. Long. by Chro.  $136^{\circ}40'$  East.



Tuesday February 14<sup>th</sup> 1837.

Commences with fine weather, light airs from SW steering E, at 4 P.M. wind hauled to NNE, middle part fresh gales. cloudy, latter part blowing heavy, at 9 A.M. took in Top Gallant sails, jib & Mizen Top sails. at 11 A.M. took in the Main sail, so ends this day, blowing a gale, with squalls & rainy, Course E.

No Obs.

Wednesday February 15<sup>th</sup> 1837.

Commences with the wind NNE, blowing heavy & squally with rain, at 1 P.M. took in fore Top sail, at 5 P.M. more moderate, wind hauled to NNW, set double reef for top sail, & steered E, middle part wind from W, latter part more moderate, so ends this day pleasant weather, steering E, the watch employed in ship duty.

Lat. by Obs.  $44^{\circ} 47'$  South. Long. by Chro.  $143^{\circ} 32'$  East.

Thursday February 16<sup>th</sup> 1837.

Commences with moderate gales from W, steering E, the watch employed in ship duty, middle part the same, latter part light airs from WNW, at 9 A.M. saw a sail, so ends this day steering E by N, the watch employed in ships duty, one ship in sight steering W, by the wind.

Lat. by Obs.  $44^{\circ} 25'$  South. Long. by Chro.  $144^{\circ} 40'$  East.

Friday February 17<sup>th</sup> 1837.

Commences with light breezes from WNW steering E by N, at 11 P.M. spoke English ship St. Vincent of London from Sydney ~~the~~ 12 Days, bound to Batavia middle & latter part light airs from NW, so ends this day the watch employed in ships duty,

Lat. by Obs.  $44^{\circ} 20'$  South. Long. by Chro.  $147^{\circ} 39'$  East.



Saturday February 18<sup>th</sup> 1837

Commences with pleasant gales from W, steering E by the  
Watch employed in ships duty, Middle part strong gales &  
squally, Latter part the same, So ends this day steering  
NNE, the watch employed in ships duty, wind SW.

Lat. by Obs.  $43^{\circ} 31'$  South, Long. by Chro.  $150^{\circ} 31'$  East.

Sunday February 19<sup>th</sup> 1837

Commences with heavy wind from SW, steering N by E.  
with A large sea running, Middle & Latter part more  
moderate, So ends this day light airs & calms steering N by E.

Lat. by Obs.  $40^{\circ} 34'$  South, Long. by Chro.  $151^{\circ} 55'$  East.

Monday February 20<sup>th</sup> 1837.

Commences with fine weather, with light airs & calms  
from S, steering N, with any thing to be seen, Middle  
part much the same, Latter part strong gales from  
N, heading Westward, So ends this day, watch employed in ships duty.

Lat. by Obs.  $39^{\circ} 42'$  South, Long. by Chro.  $150^{\circ} 33'$  East.

Tuesday February 21<sup>th</sup> 1837

Commences with fresh gales from N, at 11 P.M. tacked  
ship to the Eastward & P.M. light airs & calms, Middle  
part calm, Latter part light airs from E, steering N,  
So ends this day all hands employed in washing ship.

Lat. by Obs.  $39^{\circ} 07'$  South,

Wednesday February 22<sup>d</sup> 1837.

Commences with light airs from E steering N, all  
hands employed in washing ship, fine weather & S.S.  
Middle part variable winds from NE to ENE, Latter part much  
the same So ends this day light airs from SW, steering N.  
thick weather. watch employed in ships duty.

No Obs.



Thursday February 23<sup>d</sup> 1837

Commences with light air from SW, steering N, at 2 P.M. saw land, could long beach, having N 5 miles dist. keep of E, at 5 Cape Howe, being N by W <sup>(Dist 10 m)</sup> left NNE, Middle part steering N by E, with thick rainy weather, Latter part much the same at 10 A.M., saw the land again so ends this day thick rainy weather wind NE.

No Obs.

Friday February 24<sup>th</sup> 1837

Commences with fresh breezes from NE, with rain & fog, at 1 P.M., saw land ahead 3 miles dist. (was thought it to be south point of Jarvis Bay) tacked ship to the Eastward off shore, at sunset land in sight, Middle part strong gale from N, standing off shore at 2 A.M., took the Moon's Alt., lat. by the Moon  $35^{\circ} 45'$  South, at 3 A.M., tacked ship in shore, at daylight land in sight, so ends this day strong gale from SSW, steering NNE land in sight, thick weather.


No Obs.

Saturday February 25<sup>th</sup> 1837.

Commences with strong gales from S, steering N by E, land in sight, at 1 P.M., saw <sup>at</sup> Sloop steering Northward, thick foggy weather, Middle part much the same at 1 A.M., left to the wind heading off shore, at 2 A.M., saw Port Jackson light NNE, at daylight bent the cables & steered in for the harbour at 9 A.M., took a Pilot so ends this day all hand employed in beating up the river.



Sunday February 26<sup>th</sup> 1837.

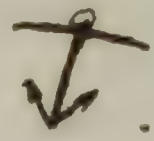
Commences with light air from S, all hand employed in beating the ship up the harbour of Port Jackson to the town of Sydney, at 3 P.M., let the  go in 7 fathoms of water, off shore the town of Sydney, Ship Mechanic of New Port R.I., in port 1600 lbs. sperm Oil 2 years out, & a number of English ship &c &c at 4 P.M., capt. went on shore at sunset Capt. North came on board again, Middle & Latter part much the same, so ends this day, to anchor.





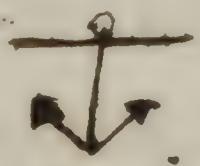
Monday February 27<sup>th</sup> 1837.

Commences with fine weather, lying at anchor in Sydney harbour, Middle & Latter part much the same. So ends this day employed in cleaning ship & healing, part of crew on shore, fine weather, light airs from NE, &c. &c.



Tuesday February 28<sup>th</sup> 1837

Commences fine weather light breezes from NE, lying to anchor in port Jackson, Sydney harbour, employed in cleaning & painting ship, at sunset all on board excepting three (at 4 P.M., Ship Margaret Rait, Rear Master, of St. John, came to anchor, with 500 bbls of Oil, Middle & Latter part the same so ends this day employed in painting ship Starboard watch on shore,



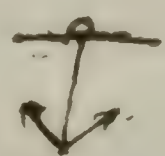
Wednesday ~~February~~ March 1<sup>st</sup>

Commences with fine weather employed in painting ship, Starboard watch on shore, lying to anchor in Sydney harbour, Port Jackson, at dark the watch came on board & had some difficulty on account of the 2<sup>d</sup> & 3<sup>d</sup> officers, 1<sup>st</sup> officer & Capt. being on shore at the time, Middle & Latter part lying at anchor, so ends this day 1/2 of the Starboard watch on shore,



Thursday March 2<sup>d</sup> 1837.

Commences with fine weather lying to anchor in Sydney harbour at 1 P.M. strong squall from SE, with rain, what they call brickfield squalls, at sunset calms, Middle & Latter part the same so ends this day 1/2 of the Starboard watch on shore



Friday March 3<sup>d</sup> 1837.

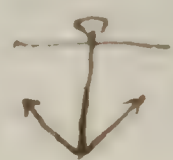
Commences with fine weather light airs from NE, employed in painting & fitting ship, lying to anchor in pinch gut cove 1/2 of the Starboard watch on shore Middle & Latter part the same so ends this day fine weather. (at 7 A.M. hoisted one of the pumps out & sent it on shore to be filled)





Saturday March 4<sup>th</sup> 1837.

Commences with fine weather, pleasant breezes from NE, employed in fitting ship part of the Starboard watch on shore, lying to anchor in pinch gut cove, Sydney harbour, Middle & Latter part the same, so ends this day part of the crew on shore.



Sunday March 5<sup>th</sup> 1837.

Commences with cloudy & rainy weather, lying to anchor in Sydney harbour, Port Jackson, Middle part the same. Latter part fine weather, Starboard watch on shore, so ends this day.



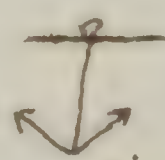
Monday March 6<sup>th</sup> 1837.

Commences with fine weather lying at anchor in Sydney harbour, Starboard watch on shore. Middle part thick fog, Latter part fine weather employed in ship's duty. So ends this day lying at anchor in Sydney harbor, Port Jackson.



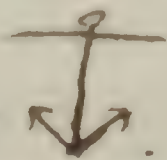
Tuesday March 7<sup>th</sup> 1837.

Commences with fine weather lying at anchor in Sydney harbor, Port Jackson, employed in ship's duty, Middle & Latter part much the same, all hands employed in ship's duty, lying to anchor in Sydney harbour.



Wednesday March 8<sup>th</sup> 1837.

First part of this day, pleasant weather & moderate breezes from all part of the compass, one watch on shore on liberty, Middle & Latter part much the same employed in ship's duty, lying to anchor in Sydney harbour.



Thursday March 9<sup>th</sup> 1837.

First part of this day, pleasant weather & fresh breezes from the S, one watch on shore on liberty. Middle & Latter part the same so ends this day, to anchor in Sydney.





Friday March 10<sup>th</sup> 1837.

First part of this day strong gale from S. & rainy, Middle & Latter part light air from S. & fine weather, at 9 AM. made anchor & went to sea, 2 of the crew deserted & the Steward was taken by the government, so ends this day bound out of Sydney harbor to sea. Pilot on board.

Saturday March 11<sup>th</sup> 1837.

First part of this day light air from S. & fine weather at 2 PM, discharged the pilot light house bearing WNW Dist. 2 miles, Barque Perseverance bound out & one other Making Barque bound in, in sight (we ship'd a Steward & one foremast hand, & took a passenger as a pilot for New Zealand) Middle & Latter part light air & calm from WNW, steering SE, so ends this day the watch employed in ships duty.

Lat. by Obs.  $33^{\circ} 54'$  south.

Sunday March 12<sup>th</sup> 1837.

First part of this day fine weather light air from NNE, steering SE at sunset saw 2 pin back & one sail steering SEastward, Middle & Latter part calm, so ends this day one Barque ship in sight.

Lat. by Obs.  $34^{\circ} 52'$  south. Long. by Chro.  $152^{\circ} 45'$  East.

Monday March 13<sup>th</sup> 1837.

First part of these 24 hours. calm & light air from N, Barque ship in sight, at 5 PM, saw a sail steering Westward, Middle & Latter part pleasant breezes from N, so ends this day the watch employed in ships duty.

Lat. by Obs.  $36^{\circ} 20'$  south.

Tuesday March 14<sup>th</sup> 1837.

First part of this day pleasant breezes from N, steering SE, by E, at 4 PM, cloudy with thunder & lightning, Middle & Latter part much the same with rain so ends this day thick rainy weather wind from S, No Obs.



Wednesday March 15<sup>th</sup> 1837.

First part of this day thick rainy weather moderate breezes from S, at 4 PM wind hauled to the WSW, steering SE. Middle part blowing heavy, to in jib, double reefed the top sail. Latter part much the same so ends this day (at 10 AM, took in Mizen top sail & Main sail,) blowing heavy from SW, steering SE.

Lat. by Obs.  $38^{\circ} 53'$  south. Long. by Chro.  $159^{\circ} 53'$  East.

Thursday March 16<sup>th</sup> 1837.

First part of this day blowing heavy from SW steering SE, under double reef fore & Main top sails heavy sea running, Middle & Latter part much the same at daylight let the jib & Mizen top sail, so ends this day.

Lat. by Obs.  $40^{\circ} 07'$  south. Long. by Chro.  $161^{\circ} 47'$  East.

Friday March 17<sup>th</sup> 1837.

First part of this day strong gales from SW, & squally, steering SE, by S, Middle & Latter part more moderate at 10 AM sent down fore & Mizen top gallant thrust & 2, 3, yards, so ends this day steering SE by S, wind from W,

Lat. by Obs.  $41^{\circ} 55'$  south.

Saturday March 18<sup>th</sup> 1837.

First part of this day moderate breezes from W, with a heavy swell running, steering SE, by S, cloudy weather & Middle & Latter part much the same. So ends this day thick weather with light air & calms from, & W, steering SE.

No Obs.

Sunday March 19<sup>th</sup> 1837.

First part of this day light air & calms with thick rainy weather, steering SE, Middle part fresh gales from ENE, Latter part blowing heavy from SE, at 8 AM double reefed the top sail, so ends this day, (at 10 AM took in jib & mainsail.)

Lat. by Obs.  $44^{\circ} 38'$  south.



Monday March 20<sup>th</sup> 1837.

First part of this day blowing heavy from SE, at 1 P.M., Took in fore & Mizen top Sail, at sunset close reefed the Main top Sail, Middle & Latter part the same. So ends this day lying by under close reef Main top sail & Spencers.

Lat. by Obs.  $44^{\circ} 44'$  south. Long. by Chro.  $163^{\circ} 17'$  East.

Tuesday March 21<sup>th</sup> 1837.

First part of this day lying by under close reefed Main top sail & Spencers, blowing a gale from SE, heavy sea running, Middle & Latter part much the same at 8 A.M., set the fore sail & double reefed fore top sail, so ends this day strong gale from SE.

Lat. by Obs.  $44^{\circ} 55'$  south.

Wednesday March 22<sup>d</sup> 1837.

First part of this day strong gales from SE, & thick rainy weather, Middle & Latter part light breezes from E, so ends this day fine weather, the watch employed in ship duty.

Lat. by Obs.  $45^{\circ} 47'$  south.

Thursday March 23<sup>d</sup> 1837.

First part of this day fine weather & light breezes from E, at 7 P.M. backed ship to the northward wind ESE, Middle part rainy, Latter part light air from NW, steering E by S. so ends this day thick weather.

No Lat. Long. by Chro.  $164^{\circ} 26'$  East.

Friday March 24<sup>th</sup> 1837.

First part of this day commences with thick weather & light breezes from NW, steering E, Middle part fresh breezes, Latter part strong gales from N, at noon double reefed the top sails & left to the wind.

Lat. by Obs.  $46^{\circ} 35'$  south. Long. by Chro.  $165^{\circ} 15'$  East.



Saturday March 25<sup>th</sup> 1836.

First part of this day blowing strong from N by W, at 1 P.M. took in jib & Main sail, at 3 P.M. saw Solanders Island bearing E by N, by compass Dist 15 miles, at 4 P.M. saw Stewards Island bearing E by S, Dist 30 miles, & South West cape of Middle <sup>Island</sup> bearing NE by compass, Dist 15 miles, (New Zealand Islands) at 4 P.M. caught all hand & took in fore & Mizen top sail & fore sail & close reefed the Main top sail, more ship heading off shore, blowing a heavy gale, with a tremendous sea running, Middle part the same, Latter part more moderate at 8 A.M. more ship & set double reef top sail & fore sail, so ends this day fresh gales from N by W steering in for the land, at noon, saw Solanders Island bearing by compass ENE Dist 5 miles. thick foggy rainy weather

Saturday Sunday March 26<sup>th</sup> 1837.

First part of this day variable wind from N to E, Middle & Solanders, Stewards Islands, all in sight, at sunset South end of Middle Island bearing NNE, Solanders, bearing E by S, Stewards, bearing E, Middle part fresh breezes, Latter part light air from W, steering E, in Fovea Fourvux Strates, so ends this day light air, & fine weather. (at 10 A.M. bent both chains)

Monday March 27<sup>th</sup> 1837.

First part of this day light & from W, steering Eastward in Fovea Strates, at 3 P.M. wind hauled to the Eastward Middle part fine weather, Latter part rainy at 9 A.M. dropped anchor in Pattersons River Stewards Island (in 15 fath water) so ends this day rainy. L. ship Gratitude in harbour all full. Spent home. 36 weeks.

First

L.

Tuesday March 28<sup>th</sup> 1837.

First part of this day rainy, lying to anchor in Pattersons River Stewards Island, Middle & Latter part much the same with fresh squalls so ends this day, (at 8 A.M. sent a raft of cash on shore for fresh matter)



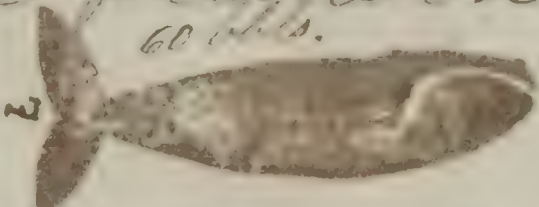
⚓. Wednesday March 29<sup>th</sup> 1837.

First part of this day fresh squall with rain & hail, lying to anchor in Pattersons river at Stuards Island, middle part the same latter part blowing heavy from WNW at 10 A.M. let the go the Starboard anchor, so ends this day blowing heavy; with rain squalls.

⚓. Thursday March 30<sup>th</sup> 1837.

First part of this day blowing heavy from WNW, with rain squalls, lying in Pattersons river with both anchors & head, middle & latter part more moderate, so ends this day squally, (at 7 A.M. hove up the Starboard anchor.)

⚓. Friday March 31<sup>st</sup> 1837.

First part of this day squally, with some rain & hail, lying at anchor in Pattersons river, Stuards Island, in Fournux Straits, middle & latter part much the same, at 7 A.M. saw a whale, lowered the boats, Larbero boat struck & killed & commenced towing at 10 A.M. anchored the whale & came on shore, so ends this day employed in ships duty,  (waist boat got capsized.)

⚓. Saturday April 1<sup>st</sup> 1837.

First part of this day fresh breezes & squally, from W, at 2 P.M. tide turned, went after the whale, at 5 P.M. got him to the ship, middle & latter part much the same at 7 P.M. commenced cutting the whale, at 10 all in, so ends this day all hands employed in ships duty lying at anchor in Pattersons river.

⚓. Sunday (April 2<sup>d</sup> 1837.

First part of this day light breezes from the westward lying at anchor in Pattersons river Stuards Island New Zealand middle & latter the same at 7 A.M. the boats went out on a cruise for whales, at 11 A.M. returned again to end this day.

⚓. Monday April 3<sup>d</sup> 1837.

First part of this day light breezes & squally from W, cloudy weather, lying at anchor in Pattersons river, middle & latter part much the same at 7 A.M. chased a hump back could not fasten so ends this day all hands employed in boiling,



I. Tuesday April 4<sup>th</sup> 1837.

First part of this day fine weather light air from N.W., all hands employed in boiling, lying at anchor in Pattersons river, at 3 P.M. Sydney Packet came in to anchor, at 4 P.M. chased hump back, at sunset came on board, could not fasten, middle part much the same, latter part strong gales from S.W. at 7 A.M. finished boiling, at 11 A.M. let go the Starboard anchor, so ends this day blowing heavy.

↙ ↘ Wednesday April 5<sup>th</sup> 1837.

First part of this day blowing heavy from S.W. lying in Pattersons River with both anchors down, saw one whale out in the Straits, middle part the same, latter part blowing heavy at daylight commenced blowing down oil at 7 A.M. chased whale ~~at~~ set sail to come on board Starboard ~~boat~~ got captured, larboard boat picked them up & landed them, at 11 A.M. parted the larboard chain, & paid the whole of the Starboard one out, so ends this day blowing heavy heavy from W.S.W. two boats off.

I. Thursday April 6<sup>th</sup> 1837.

First part of this day blowing heavy from W.S.W. lying at anchor in Pattersons river, with the Starboard anchor & the whole length of the chain out, 2 boats off, at sunset boats got on board (at 1 P.M. sent down the Main Top Gallant yard) middle & latter part more moderate, at 7 A.M. hove short and sent the boat to grapple for the larboard chain & anchor, could not get hold of it, so ends this light winds & rainy.

I. Friday April 7<sup>th</sup> 1837.

First part this day thick rainy weather lying at anchor in Pattersons river. New Zealand, at 4 P.M. wind blowing heavy from W. paid <sup>out</sup> the whole of the Starboard chain <sup>out</sup> again, middle & latter part more moderate at ~~at~~ daylight commenced blowing down oil, at 8 A.M. took the anchor & went up the river further & dropped it again so ends this day all hand employed in Ships duty, (at 11 A.M. we got an anchor from the Ship Gratitude of New Bedford, & put it on the larboard bow)



↓ J. Saturday April 8<sup>th</sup> 1837.  
First part of this day light breezes from NNE, lying  
at anchor in Pattersons River New Zealand at 2 PM  
2 boats went & grappled for the harbored anchor & chain  
hooked too it hauled it up, at dark lashed a cask & one  
boat too it, & went on board. Middle part blowing fresh  
from the Westward. Latter part light air from SE, at  
daylight employed the Brig Sydney Packet, of Sydney, to  
heave up our chain & anchor, at 10 AM, took it too the  
ship, so ends this day thick rainy wether, all hands  
employed in heaving in the chain.

↓ J. Sunday April 9<sup>th</sup> 1837.  
First part of this day thick rainy wether, with light  
breezes from SE, lying at anchor in Pattersons River  
New Zealand, all hands employed in taking the  
harbored anchor on the board, & getting the spare one on  
deck, Middle & Latter part Much the same, so ends this  
day, rainy,

↓ J. Monday April 10<sup>th</sup> 1837.  
First part of this day light air from varies parts of the  
Compass, & rainy, lying at anchor in Pattersons River  
New Zealand, Middle part the same, Latter part from  
breezes from E, at 8 AM, weighed anchor & left Pattersons  
River for the bluff north side of Foulweather Straits New Zealand.  
So ends this day thick rainy wether. (at 9 AM sent up Mr. J. Gallant)

↓ J. Tuesday April 11<sup>th</sup> 1837.  
First part of this day fresh gales from E, with thick rainy  
wether, at 1 PM, came to anchor at the bluff in 5 fathoms water.  
(let go the harbored anchor & parted the chain, let go the Starboard  
one & brought the ship too, at 4 PM, sent down the Main Top  
Gallant Yard & hoisted the J.G. mast, Middle part strong  
gales, Latter part much the same so ends this day thick rainy  
wether, lying at anchor to the bluff in 5 fathoms of water.




W. Wednesday April 12<sup>th</sup> 1837.

First part of this moderate breeze from E, lying to anchor at the bluff, at 4 PM, took the anchor & hodge the ship low stern & let go the anchor again, Middle & Latter part much the same so ends this day all hands employed in moving ship.

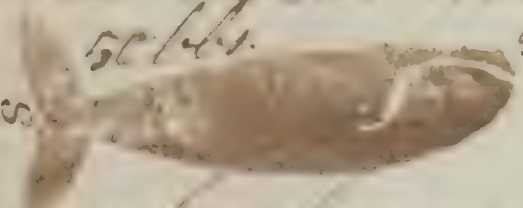
W. Thursday April 13<sup>th</sup> 1837.

First part of this day thick hazy weather, light air from Eastward, all hands employed in moving the ship, at sunset finished, Middle & Latter part much the same, so ends this day all hands employed in landing spars & topgallens rigging, Shocks & murther cask, &c.

W. Friday April 14<sup>th</sup> 1837.

First part of this day all hands employed in landing rigging, Shocks, cask &c. lying to anchor at the bluff New Zealand, thick hazy weather, with light air from Eastward, Middle & Latter part much the same, at 8 AM, the boat went off on a cruise, so ends this day boats of whaling. (at 10 AM, Starboard boat struck a  20 lbs. 23 H. waist boat killed,) thick foggy weather.

W. Saturday April 15<sup>th</sup> 1837.

First part of this day light air, & foggy, boats of whaling, at day came alongside with a whale, lying at anchor at the bluff, Middle part the same, at daylight commenced cutting, at 8 AM the boat went out whaling, Starboard boat struck one  50 lbs. 24 H. & killed so ends this day, anchored the whale, strong gales from SW, lying at anchor at the bluff, New Zealand.

W. Sunday April 16<sup>th</sup> 1837.

First part of this day fresh gales from SW, lying at anchor at the bluff, south end of New Zealand, Middle part much the same, Latter part strong gales from N.W. and rainy, at day light the boats went out whaling could not find any, so ends this day the boats out side,



↙ ↘ Monday April 17<sup>th</sup> 1837.  
First part of this day strong gales from NW & Rainy,  
the boats out side cruising for whale, could not find them  
at dark took a whale along side that we had  
anchored, Middle & Latter part blowing heavy from NW,  
with hale squalls, rain & thunder, at 7 AM, commenced  
cutting in the whale, so ends this day, saw a Brig in  
the straits at the mouth of the harbour.

↙ ↘ Tuesday April 18<sup>th</sup> 1837.  
First part of this day blowing heavy from NW,  
with rain & hale squalls, lying to anchor at the  
bluff, at 1 PM, saw a Brig come to anchor out side the  
harbour, at 2 PM, commenced boiling, Middle & Latter  
part more moderate, at 7 AM the boats went out whaling,  
at 8 AM, Brig Luner of Sydney, came in to anchor.

↙ ↘ Wednesday April 19<sup>th</sup> 1837.  
First part of this day fresh breezes from W, lying to  
anchor at the bluff, employed in boiling, 3 boats out side  
whaling, saw one whale, could not fasten, Middle part  
fine weather, Latter part thick rainy weather at 7 AM, the  
boats went out whaling, so ends this day employed in boiling.

↙ ↘ Thursday April 20<sup>th</sup> 1837.  
First part of this day thick rainy weather, lying to anchor  
at the bluff, at 4 AM, the boats came on board could  
not see many whales, Middle & Latter part fine weather  
at daylight the boats went out on a cruise, at 10 AM finished  
boiling, so ends this day.

↙ ↘ Friday April 21<sup>st</sup> 1837.  
First part of this day fresh gales from NW, lying to anchor  
at the bluff New Zealand, at 2 PM, boat came on board,  
Middle & Latter part blowing heavy from WSW, at daylight  
commenced stowing down oil, so ends this day blowing  
a gale, with rain squalls.



↙ ↘ Saturday April 22<sup>d</sup> 1837.

First part of this day blowing a gale from WSW, with heavy squalls, with rain, lying to anchor at the bluff north side of Fournux Strates, New Zealand, all hands employed in stowing down oil, Middle part much the same, latter part more moderate, all hands employed in stowing down & unbending sails, housing fore & mizen top Mast. So ends this day blowing fresh from WSW.

↙ ↘ Sunday April 23<sup>d</sup> 1837.

First part of this day strong gales from WSW, lying to anchor at the bluff New Zealand, all hands employed in ship's duty, Middle part moderate, latter part fresh gales, at daylight the boats went out side, so ends this day blowing heavy from WSW with rain squalls, the boats came on board.

↙ ↘ Monday April 24<sup>th</sup> 1837.

First part of this day strong gales from WSW with rain squalls, lying to anchor at the bluff New Zealand, Middle & latter part the same, so ends this day all hands on board.

↙ ↘ Tuesday April 25<sup>th</sup> 1837.

First part of this day, lying to anchor at the bluff New Zealand, blowing heavy from WSW, all hands on board, Middle & latter part more moderate, at 1 AM, the boats went out side on a cruise so ends this day.

↙ ↘ Wednesday April 26<sup>th</sup> 1837.

First part of this day light airs from SW, ~~light airs from~~ lying to anchor at the bluff, 4 PM, the boats came to the ship, see no whales, Middle & latter part the same, so ends this day the boats out side on a cruise.

↙ ↘ Thursday April 27<sup>th</sup> 1837.

First part of this day fresh gales from SW, lying to anchor at the bluff, at 5 PM the boats came on board, see no whales, Middle & latter part the same, so ends this day fresh gales, all hands on board.



↙ ↘ Friday April 28<sup>th</sup> 1837.

First part of this day, lying to anchor at the bluff New Zealand, fresh gales from SW, all hands on board, middle & latter part light air from N, at daylight the boats left the ship on a cruise, forth boat struck and killed, so ends this day the whale anchored.

↙ ↘ Saturday April 29<sup>th</sup> 1837.

First part of this day light air from N, at 3 P.M. towed the whale to the ship and commenced cutting at sunset. all in, middle & latter part blowing heavy from WSW, with thunder & lightning, rain & hail &c. so ends this day lying to anchor at the bluff, middle Island, New Zealand.

↙ ↘ Sunday April 30<sup>th</sup> 1837.

First part of this day blowing heavy from W, with rain & hail, squalls, lying to anchor at the bluff sea-beats all hands on board, middle & latter part the same, so ends this day all hands on board.

↙ ↘ Monday May 1<sup>st</sup> 1837.

First part of this day strong gales from SW, and veering all hands on board, middle & latter part the same, so ends this day, lying at anchor at the bluff, south end of middle Island, New Zealand, all hands on board, blowing heavy from WSW.

↙ ↘ Tuesday May 2<sup>d</sup> 1837.

First part of this day blowing heavy from WSW, all hands on board, lying at anchor at the bluff, New Zealand, middle & latter part moderate, so ends this day the boats out on a cruise.

↙ ↘ Wednesday May 3<sup>d</sup> 1837.

First part of this day fresh breezes from WSW, lying at anchor at the bluff New Zealand, the boats out side cruising for whales, at 5 P.M. the boats came on board, saw no whales, middle & latter part the same, at daylight the boats went out on a cruise, at 11 A.M. larboard boat struck and killed one whale, so ends this day fine weather, boats off towing the whale.



↙ ↘. Thursday May 4<sup>th</sup> 1837.

First part of this day fine weather, lying at anchor at the bluff New Zealand, boats out side towing a whale, at 8 PM, took the whale along side, Middle and Latter part the same, at daylight 3 boats went out on a cruise, so ends this day ship keepers employed in cutting the whales.

↙ ↘. Friday May 5<sup>th</sup> 1837.

First part of this day lying at anchor at the bluff, the boats out side cruising, the ship keepers employed in cutting, Middle & Latter part the same, employed in boiling, at daylight boats went out again, sunrise Harbor boat struck & killed one <sup>Sunk</sup> & sunk it, line parted, so ends this day.

↙ ↘. Saturday May 6<sup>th</sup> 1837.

First part of this day employed in boiling, lying at anchor at the bluff, New Zealand at 4 PM, the boats came on board fine weather light breezes from N, Middle & Latter part the same, at daylight the boats went out on a cruise. At 8 AM, west boat struck one <sup>anchored the whale</sup> & all 3 boats killed it, 11 AM, anchored. the whale <sup>the ship could not find it again</sup> so ends this day fine weather, ship keepers employed in boiling. (the whale sunk, could not find it again, lost both whale & anchor.)

↙ ↘. Sunday May 7<sup>th</sup> 1837.

First part of this day fine weather, light air from N, lying at anchor at the bluff, at 2 PM, finished boiling, Middle & Latter part strong gales from NW, at 7 AM the boats went out on a cruise, so ends this day.

↙ ↘. Monday May 8<sup>th</sup> 1837.

First part of this day strong gales from NW, lying at anchor at the bluff, New Zealand, at 3 PM, the boats came on board all, employed in cutting a whale for the shore partley, Middle & Latter part the same, so ends this day, employed in towing oil, 2 boats out side looking for the whale that we anchored, fresh gales with rain & hale squalls.



↙ ↘ Tuesday May 9<sup>th</sup> 1837

First part of this day blowing heavy from NW, with rain & hole squalls, lying at anchor at the bluff, employed in stowing down oil at 3 P.M., the 2 boats came on board, Middle & Latter part the same, so ends this day all hands on board.

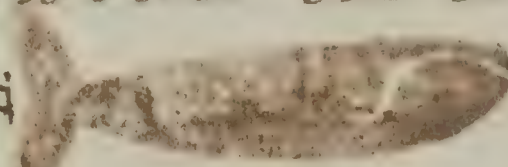
↙ ↘ Wednesday May 10<sup>th</sup> 1837

First part of this day fresh gales from WSW, all hands employed in stowing down oil, lying at anchor at the bluff, Middle Island, New Zealand, Middle & Latter part much the same, so ends this day blowing a gale, all hands ~~on~~ on board.

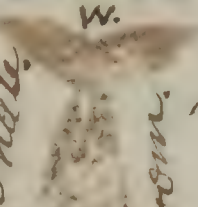
↙ ↘ Thursday May 11<sup>th</sup> 1837

First part of this day blowing heavy from WSW, lying at anchor at the bluff, New Zealand, Middle & Latter part more moderate, at daylight 3 boats went out on a cruise, so ends this day light breezes from NE,

↙ ↘ Friday May 12<sup>th</sup> 1837

First part of this day pleasant breezes from E, with thick weather, at 3 P.M., the boats came on board, saw nothing, Middle & Latter part fine weather, at daylight sent out 4 boats on a cruise, at 9 A.M. Starboard boat struck & killed one  <sup>3/4</sup>H. So ends this day the boats towing the whale.

↙ ↘ Saturday May 13<sup>th</sup> 1837

First part of this day fine weather light air from S, lying at anchor at the bluff New Zealand, at dark took the whale along side, Middle & Latter part much the same, at daylight Starboard & Waist boats went out on a cruise, Waist boat struck a  whale & both boats killed, so ends this day 2 boats towing the whale, ship keepers employed in cutting.

(Sunday 14<sup>th</sup> at 3 P.M., cut from the whale blowing fresh from E.)



↙ ↘ Sunday May 14<sup>th</sup> 1837.

First part of this day fresh breezes from E, 2 boats off towing a whale, the rest of the crew employed in cutting it, whale lying at anchor at the bluff, at 3 PM, raged cut from the whale & let him go, at 8 evening the boats got on board, & commenced boiling, Middle part rainy, Latter part moderate, so ends this day, boats out on a cruise, saw one whale, ship keepers employed in boiling.

↙ ↘ Monday May 15<sup>th</sup> 1837.

First part of this day employed in boiling, moderate weather, boats out on a cruise, lying at anchor at the bluff New Zealand, at 4 PM Ship Rosalie of Waring came to anchor in the harbour wind SW, at sun set the boats got on board. (Rosalie had 5 wright & 3 sperm whales, Middle & Latter part blowing heavy from N.W., with rain squalls, all hands employed in boiling, so ends.

↙ ↘ Tuesday May 16<sup>th</sup> 1837.

First part of this day blowing heavy from N.W., with rain squalls, lying at anchor at the bluff New Zealand, at 4 PM, cooled down the try works on account of wind & rain, Middle part the same, Latter part more moderate at 7 AM, commenced boiling again so ends this day strong gales & squally,


↙ ↘ Wednesday May 17<sup>th</sup> 1837.

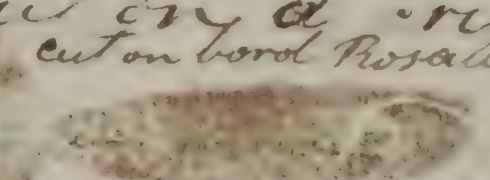

First part of this day strong gales from SW, and squally lying at anchor at the bluff at 7 PM, finished boiling, Middle & Latter part much the same, so ends this day all hands employed in stowing down oil, blowing fresh.


↙ ↘ Thursday May 18<sup>th</sup> 1837.

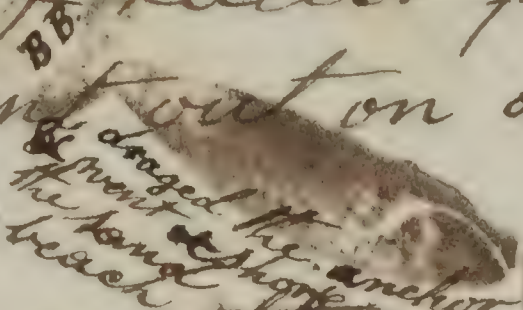
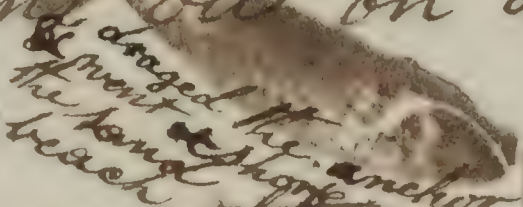
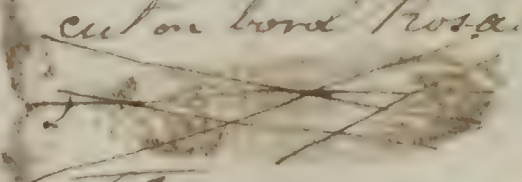
First part of this day strong gales from SW all hands employed in stowing oil, lying at anchor at the bluff, at 3 PM, ship Julian of New Bedford with 1200 bbls oil came to anchor in the harbour Middle & Latter part light air from SW at daylight the boats went out on a cruise at 11 AM, Harbor boat struck one <sup>L.</sup> <sup>28H.</sup> whale, Harbor boat killed, so ends.




May 18<sup>th</sup> 1837. commenced whaling in company with the ship Rosalie of  
Norren R.I.  Friday May 19<sup>th</sup> 1837.


First part of this day fine wether light airs from NW,  
boats on side towing a whale, at 7 PM, took the  
whale along side, Middle & Latter part much the same  
at daylight the boats went out on a cruise, at sunrise starboard  
boat struck & killed one s.  <sup>cut on board Rosalie.</sup> at 11 AM, port boat  
struck another  <sup>29 H.</sup> shore party killed it, so ends  
this day lying at anchor at the bluff, boats from both ships  
employed in towing the whales, ship keepers employed in cutting.


 Saturday May 20<sup>th</sup> 1837.

First part of this day fine wether. light airs from NW, lying  
at anchor at the bluff New Zealand, at dark took one whale  
along side, sent the other one along side of the Rosalie,  
Middle & Latter part much the same, at daylight,  
boats went out on a cruise  <sup>30 H.</sup> boat struck & killed with  
the Iron  <sup>damaged the anchor  
the boat & ship on  
beach.</sup> & anchored him, Rosalie's boat  
struck another  <sup>cut on board Rosalie.</sup> & anchored it, so ends this  
day employed in cutting on board of both ships.

(May 21<sup>st</sup> towed a raft of blubber up to the Rosalie, that came of the whale  
that went ashore on the sand beach, belonging to the port boat.)

 Sunday May 21<sup>st</sup> 1837.

First part of this day fine wether light breezes from NW,  
lying at anchor at the bluff New Zealand, shore party cutting  
these whale along side of the ship, Middle & Latter part much  
the same, at daylight the boats went out on a cruise, at  
8 AM, starboard boat struck a s.  <sup>30 H.</sup> & killed it,  
at 9 AM, ship keepers went out & towed in an whale,  
took it along side of ship Rosalie, so ends this day.

 Monday May 22<sup>nd</sup> 1837.

First part of this day fine wether light airs from N.  
Eastward, lying at anchor at the bluff New Zealand,  
ship keepers employed in cutting in whale, one board of the  
Rosalie, at dark the boats came on board, had anchored a  
whale out side, Middle & Latter part fresh gales from NE,  
at daylight the boats left the ship on a cruise, at 11 AM



Took a whale from the Anchorage up to the ship, (found one whale that we anchored May 20<sup>th</sup>, drove on shore, <sup>key & dry</sup>)  
So ends this day boats out side,

↙ ↘ Tuesday May 23<sup>rd</sup> 1837.

First part of this, fresh gales from NNE, lying at anchor at the bluff New Zealand, boats all off trying to haul a whale off the shore, at dark all hands came on board could not get him off, Middle & Latter part much the same, at daylight the boats went outside on a cruise at 8 AM, starboard boat struck one <sup>31 H</sup> & killed it so ends this day employed in cutting & towing whale

↙ ↘ Wednesday May 24<sup>th</sup> 1837.

First part of this day Moderate breezes from NE, 2 boats outside towing a whale at 4 PM, took him along side ship. keepers employed in boiling, Middle & Latter part strong gales, at daylight the boats left the ship on cruise, so ends this day employed in cutting in the whale, 2 boats out side, thick rainy weather blowing fresh from WSW.

↙ ↘ Thursday May 25<sup>th</sup> 1837.

First part of this day, blowing heavy from WSW, with rain, lying at anchor at the bluff New Zealand, at 1 PM the boats came on board, saw whales but could not get fast, Middle part the same, Latter part strong gales at 7 AM. commenced boiling again, so ends this day blowing <sup>heavy</sup>

↙ ↘ Friday May 26<sup>th</sup> 1837.

First part of this day, blowing a gale from WSW, lying at anchor at the bluff New Zealand, all hands on board employed in boiling, Middle & Latter part more moderate at daylight the boats went out side on a cruise, so ends this day employed in boiling, light airs from NW.



✓ ✓. Saturday May 27<sup>th</sup> 1837.

First part of this day fine weather light air from S.W. Lying at anchor at the bluff New Zealand, employed in boiling 3 boats out side, at 4 P.M. Starboard boat struck & killed one <sup>cut on board of</sup> ~~Rosalie~~ <sup>BB.</sup> at 6 P.M. took it along side of ship. Rosalie, Middle part the same, Latter part thick & rainy, at day light the boats went out on a cruise, so ends this day.

✓ ✓. Sunday May 28<sup>th</sup> 1837.

First part of this day Moderate from S.E. & cloudy, Lying at anchor at the bluff New Zealand at 1 P.M. bow boat struck one <sup>32H.</sup> ~~BB.~~ & the Starboard boat killed at 6 P.M. anchored the whale & came on board, Middle part the same employed in boiling, Latter part thick rainy weather put the fires out on account of rain, so ends this day boats out side 11 o'clock.

✓ ✓. Monday May 29<sup>th</sup> 1837.

First part of this day strong gales from E.S.E. with thick rainy weather, Lying at anchor at the bluff New Zealand, at 1 P.M. Barque Proteus of London came in to the harbour and went ashore, at 4 P.M. the boats came on board with the whale that was anchored yesterday, Middle & latter part much the same, at daylight commenced cutting in the whale, at 8 A.M. saw whales lowered the boats, but could not fasten, came on board again, so ends this day.

✓ ✓. Tuesday May 30<sup>th</sup> 1837

First part of this day strong gales from S.W. all hands employed in stowing oil, Lying at anchor at the bluff New Zealand, Middle part the same, employed in boiling. Latter part strong gales & squally, so ends this day employed in stowing down oil, blowing heavy from S. with rain squalls.



W. D. Wednesday May 31<sup>st</sup> 1837.

First part of this day blowing heavy from SSE, with rain squalls, lying at anchor at the bluff New Zealand, all hands employed in stowing down oil, Middle & Latter part much the same, so ends this day all hands employed in stowing oil.

W. D. Thursday June 1<sup>st</sup> 1837.

First part of this day blowing heavy in squalls from SSE, with some rain, lying at anchor at the bluff New Zealand, at sunset commenced boiling again, Middle & Latter part more moderate, at daylight finished boiling, & sent 3 boats out side on a cruise, so ends this day.

W. D. Friday June 2<sup>d</sup> 1837.

First part of this day fine weather, with light breezes from Eastward, lying at anchor at the bluff New Zealand at 4 P.M. anchored a whale that the Porpoise struck, Middle & Latter part much the same, so ends this day boats out side cruising for whales.

W. D. Saturday June 3<sup>d</sup> 1837.

First part of this day fine moderate weather light breezes from NE, at 5 P.M. boats came on board, lying at anchor at the bluff New Zealand, Middle & Latter part much the same, at 9 A.M. Harbor boat struck one and dived from it, Harbor boat struck <sup>33H.</sup> another <sup>33H.</sup> one, so ends this day the boats towing in the whale, ship Bombay of London in sight, of the harbour, in want of anchors.

W. D. Sunday June 4<sup>th</sup> 1837.

First part of this day fine breeze from NE, lying at anchor at the bluff New Zealand, at 4 P.M. the boats anchored a whale & came on board, ship Bombay of London, standing off & on the harbour in want of anchors, Middle & Latter part blowing heavy with rain squalls, at 9 A.M. towed a whale up to the ship that was anchored out side, at 11 A.M. took charge of a whale in the harbour waist boat struck him and killed, towed him to the ship Porpoise so ends.



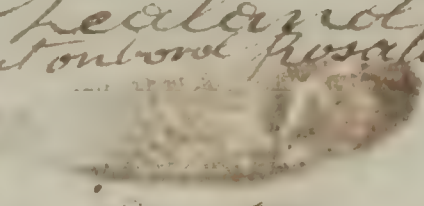
T. D. Monday June 5<sup>th</sup> 1837.

First part of this day blowing heavy from SW with rain squalls, lying at anchor at the bluff New Zealand, all hands employed in cutting in a whale, at 5 PM, finished cutting, Middle & Latter part the same, so ends this day, blowing heavy from SSW, all hands on board.

T. D. Tuesday June 6<sup>th</sup> 1837.

First part of this day blowing heavy from SSW, with rain squalls, lying at anchor at the bluff New Zealand, all hands on board, Middle & Latter part more moderate, at daylight the boats went out on a cruise, so ends this day employed in boiling.

T. D. ~~Friday~~ Wednesday June 7<sup>th</sup> 1837

First part of this day fresh breezes from NW, lying at anchor at the bluff New Zealand, at 1 PM, started boat struck & killed one <sup>at outside Rosalie.</sup> , at 4 PM, anchored the whale and came on board, Middle & Latter part much the same, at daylight the boats went out after the whale, at noon took it along side of ship Rosalie, so ends this day, ship keepers employed in boiling, (this day dissolved partnership with the ship Rosalie of Warren R.S.)

T. D. Thursday June 8<sup>th</sup> 1837.

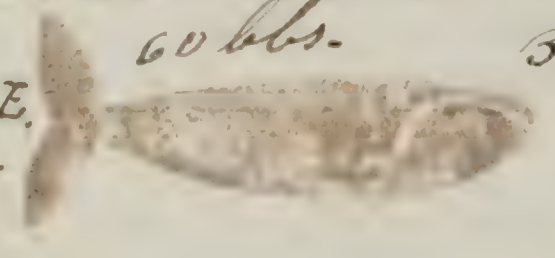
First part of this day fresh breezes from NW, lying at anchor at the bluff New Zealand, at 1 PM, finished boiling, at 4 PM, the boats came on board, saw no whales, Middle & Latter part much the same, so ends this day, thick rainy weather, boats out side.

T. D. Friday June 9<sup>th</sup> 1837.

First part of this day thick rainy, fresh breezes from WRW, lying at anchor at the bluff New Zealand, at 4 PM, boats came on board, saw one whale, could not fasten, Middle & Latter part much the same, at daylight the boats went out on a cruise, at 11 AM, came on board again so ends this day thick rainy weather.



¶ ¶ Saturday June 10<sup>th</sup>  
First part of this day thick rainy weather, light breezes from N.W.,  
all hands on board, lying at anchor at the Bluff New Zealand,  
Middle & Latter part fine weather, at daylight the boats  
went outside on a cruise so ends this day, saw 2 whales.

¶ ¶ Sunday June 11<sup>th</sup> 1837.  
First part of this day light breezes from S.W. at sun-  
set waist boat started but did not fasten, at dark came  
on board, lying at anchor at the Bluff Port Finley New  
Zealand, Middle & Latter part fine weather, at daylight  
the boats went out on a cruise, Larboard boat struck,  
one E. <sup>60 lbs.</sup>  <sup>34 H.</sup> waist & Larboard boat both killed it, so  
ends this day towing the whale.

¶ ¶ Monday June 12<sup>th</sup> 1837.  
First part of this day fine weather light air from S. lying  
at anchor at the Bluff, Port Finley New Zealand, boats  
off towing a whale, at sunset took it along side the  
ship, Middle & Latter part much the same, at daylight  
the boats went out side on a cruise so ends this day  
Ship keepers employed in coopering pipes of Oil & filing up.

¶ ¶ Tuesday June 13<sup>th</sup> 1837.  
First part of this day fine weather moderate breezes  
from W. Ship keepers employed coopering & filing up  
pipes of Oil, at sunset boats came on board, saw a number  
of whales, Middle & Latter part raged, at 8 A.M. commenced  
the whale, so ends this day employed in cutting, 2 boats out  
side, saw a number of whales.

¶ ¶ Wednesday June 14<sup>th</sup> 1837.  
First part of this day fresh gales from S.W. lying at  
anchor at the Bluff New Zealand, at 4 P.M. the boats  
came on board, & commenced boiling, Middle & Latter  
part much the same, so ends this day all hands on  
board employed in boiling, raged.



Thursday June 15<sup>th</sup> 1837.

First part of this day strong wind from SW, lying at anchor at the bluff Port Finley, New Zealand, at dark finished boiling, Middle & Latter part much the same, so ends this day, boats out side on a cruise.

Friday June 16<sup>th</sup> 1837.

First part of this day strong gales from W with rain & hail, lying at anchor at the bluff, Port Finley, New Zealand, at 2 PM, boats came on board, rugged, Middle & Latter part much the same, so ends this day, boats out side on a cruise.

Saturday June 17<sup>th</sup> 1837.

First part of this day, rugged, strong gales from SW, lying at anchor at the bluff, Port Finley, New Zealand, at 4 PM, boats came on board, Middle & Latter part much the same with rain, so ends this day thick rainy weather boats out side on a cruise for whales.

Sunday June 18<sup>th</sup> 1837.

First part of this day thick rainy weather, with strong wind from SW, lying at anchor at the bluff, New Zealand, at 1 PM, the boats came on board, had seen 2 whales, Middle & Latter part fine weather, at sunrise Larbord boat struck one whale, first iron broke & the short warp parted, lost the whale, at 8 AM, waist boat struck one whale, the whale, line got cut axedently & lost so ends this day boats out side on the lookout for whales.

Monday June 19<sup>th</sup> 1837.

First part of this day fine weather, light breezes from NW, lying at anchor at the bluff New Zealand, at 4 PM, the boats came on board, Middle & Latter part thick rainy weather, at 11 AM, boats went out side, Larbord boat darted & slightly fasten, drove, lost the whale so ends this day, thick & rainy.




↙ ↘. Tuesday June 20<sup>th</sup> 1837.

First part of this day thick & rainy, fresh breezes from NE, Lying at anchor at the bluff, Port Finley, New Zealand, at 2 PM, boats came on board, Middle & Latter part fine weather, at daylight the boats went out on a cruise, saw one whale, so ends this day.

↙ ↘. Wednesday June 21<sup>st</sup> 1837.

First part of this day light breezes from N W, Lying at anchor at the bluff Port Finley New Zealand, at sunset the boats came on board, Middle & Latter part rainy, so ends this day the boats out side on a cruise.

↙ ↘. Thursday June 22<sup>d</sup> 1837.

First part of this day light breezes from N, Lying at anchor at the bluff New Zealand, at sunset the boats came on board, Middle & Latter part rainy, at daylight the boats went out on a cruise, at 4 AM, waist boat struck & killed one  <sup>35 H.</sup> whale, so ends this day the boats towing the whale.

↙ ↘. Friday June 23<sup>d</sup> 1837.

First part of this day fresh breezes from N W, Lying at anchor at the bluff New Zealand, at 3 PM, the boats came along side with a whale, hooked on & took off the head & lashed down, Middle & Latter part blowing heavy from NW with rain, at daylight commenced cutting again at 10 AM, all in, so ends this day blowing a gale, all hands on board.

↙ ↘. Saturday June 24<sup>th</sup> 1837.

First part of this day blowing a gale from NW with rain & hail, all hands on board, Lying at anchor at the bluff New Zealand, Middle & Latter part much the same, at 9 AM, commenced boiling, so ends this day.



✓ ✓ Sunday June 25<sup>th</sup> 1837.

First part of this day strong gales from W, with rain squalls all hands employed in boiling, lying at anchor at the Bluff New Zealand, at 3 P.M. the Sydney Packet Brig came to anchor at the Mouth of the harbour, Middle & Latter part moderate winds with thick rainy wether, so ends this day the boats out side, saw one whale, ship keepers employed in boiling.

✓ ✓ Monday June 26<sup>th</sup> 1837.

First part of this day light breezes from W with thick rainy wether, employed in boiling, at 3 P.M. the boats came on board, lying at anchor at the Bluff New Zealand, middle & Latter part blowing heavy, with rain, so ends this day, all hands on board. (This day joined whaling in company with ship Julian)

✓ ✓ Tuesday June 27<sup>th</sup> 1837.

First part of this day strong gales from W, with rain, all hands ~~employed in boiling~~ on board, lying at anchor at the Bluff New Zealand, Middle & Latter part much the same, so ends this day, all hands on board.

✓ ✓ Wednesday June 28<sup>th</sup> 1837.

First part of this day blowing a gale from SW, with rain & snow squalls, all hands employed in stowing oil between decks, lying at anchor at the Bluff New Zealand, Middle & Latter part the same, so ends this day all hands on board.

✓ ✓ Thursday June 29<sup>th</sup> 1837.

First part of this day blowing a gale from SW, with snow, all hands on board, lying at anchor at the Bluff New Zealand, Middle & Latter part the same, so ends this day employed in scraping bone, one boat was on shore cutting wood.



Friday June 30<sup>th</sup> 1837.

First part of this day blowing a gale from SW with a snow storm, employed in scraping bone, lying at anchor at the Bluff New Zealand, Middle & Latter part much the same, so ends this day all hands employed in scraping bone.

Saturday July 1<sup>st</sup> 1837.

First part of this day strong gales from SW & squally, lying at anchor at the Bluff New Zealand, at 2 P.M. 10 of the crew went below; after being called a number of times by the Capt. the reply was that they would not do any more work until they had their dinner, which was not ready, then they were secured below until sunset, Middle & Latter part more moderate, at 8 A.M. all hands went on duty again, so ends this day employed in coopersing & stowing oil between decks.

Sunday July 2<sup>d</sup> 1837.

First part of this day fresh breezes from SW and squally, all hands employed in coopersing & stowing oil between deck, lying at anchor at the Bluff New Zealand, Middle & Latter part moderate, so ends this day the boats out side on a cruise.

Monday July 3<sup>d</sup> 1837.

First part of this day light airs from SW at 4 P.M. the boats came on board, had seen 3 whales, could not strike, lying at anchor at the Bluff New Zealand, at 3 P.M. the Brig Sydney Packet of Sydney arrived anchor & went out, Middle & Latter part much the same so ends this day the boats out side on a cruise.



↙ ↘ Tuesday July 4<sup>th</sup> 1837.  
First part of this day light airs from NE lying  
at anchor at the Bluff New Zealand at 4 PM  
the boats came on board, saw 3 whales, Middle  
& Latter part much the same, so ends this day.

↙ ↘ Wednesday July 5<sup>th</sup> 1837.  
First part of this day light airs from ~~NE~~ E. lying  
at anchor at the Bluff New Zealand, at 2 PM the  
boats came on board saw no whales, Middle & Latter  
part much the same, at daylight went out on a cruise,  
Starboard boat struck one whale & the iron broke,  
so ends this day boats out side.

↙ ↘ Thursday July 6<sup>th</sup> 1837.  
First part of this day fine weather, light airs from NE,  
lying at anchor at the Bluff New Zealand, at sunset  
the boats came on board had seen 4 whales, Middle  
& Latter part much the same, at daylight the boats went  
out on a cruise, Starboard boat struck an drowned lost  
the whale, so ends this day chasing whales, thick weather

↙ ↘ Friday July 7<sup>th</sup> 1837.  
First part of this day thick rainy weather, light airs  
from NE, lying at anchor at the Bluff New Zealand,  
at 4 PM, Brig Sydney Packet of Sydney, came to anchor  
in the harbour, at sunset boats came on board, Middle  
& Latter part much the same, so ends this day boats  
out side on a cruise.

↙ ↘ Saturday July 8<sup>th</sup> 1837.  
First part of this day fine weather, light breezes from N,  
lying at anchor at the Bluff New Zealand, at 4 PM,  
the boats came on board, had seen 2 whales, Middle &  
Latter part much the same, at daylight the boats  
went out on a cruise, at 8 AM, Brig Sydney Packet  
raised anchor & went out, so ends this day fine weather.



↓ ↓. Sunday July 9<sup>th</sup> 1837.  
First part of this day pleasant gales from NE, lying  
at anchor at the bluff New Zealand, at 4 PM the  
boats came on board, had seen plenty of whale  
vary wild, could not get fast, Middle & Latter part  
much the same. At daylight the boats went out on a  
cruise, so ends this day fresh breezes from NW.

↓ ↓. Monday July 10<sup>th</sup> 1837.  
First part of this day fresh gales from NW, lying at  
anchor at the bluff New Zealand, at sunset the boats  
came on board, had seen plenty of Whales vary wild  
could not fasten, Middle & Latter part much the same,  
so ends this day the boats out side on a cruise.

↓ ↓. Tuesday July 11<sup>th</sup> 1837.  
First part of this day fresh breezes from NW, lying at  
anchor at the bluff New Zealand, at sunset the boats  
came on board, had seen a number whales, Middle &  
Latter part much the same with thunder & lightning,  
so ends this day the boats out side on a cruise.

↓ ↓. Wednesday July 12<sup>th</sup> 1837.  
First part of this day fresh gales from N, with thunder,  
lying at anchor at the bluff New Zealand, at sunset the  
boats came on board, saw a number whales, could not strike  
Middle & Latter part much the same, so ends this day  
boats out side on a cruise.

↓ ↓. Thursday July 13<sup>th</sup> 1837.  
First part of this day strong gales from NE, lying at  
anchor at the bluff New Zealand, at 4 PM boats  
came on board, Middle & Latter part much the same  
so ends this day, boats out side on a cruise, strong gales from WNW.

26



T. D. Friday July 14<sup>th</sup> 1837.

First part of this day blowing heavy from N. N. W. with squalls of rain & hail at 2 P.M. Starboard boat came on board, saw a number of whales, could not strike, Middle & Latter part moderate, at daylight the boats went out on a cruise, so ends this day.

T. D. Saturday July 15<sup>th</sup> 1837.

First part of this fresh breezes from N, lying at anchor at the bluff New Zealand, at sunset all the boats came on board, saw a number of whales. Middle & Latter part much the same, so ends this day, boats out side on a cruise.

T. D. Sunday July 16<sup>th</sup> 1837.

First part of this day fresh breezes from N, lying at anchor at the bluff New Zealand, at sunset boats came on board, saw a number of whales but could not strike, Middle part rainy, Latter part fine weather, so ends this day the boats out side on a cruise.

T. D. Monday July 17<sup>th</sup> 1837.

First part of this day fine weather light air from N, lying at anchor at the bluff New Zealand, at 1 P.M. Ship Julian's boat struck and killed a whale, at 11 P.M. took it along side of our ship, Middle & Latter much the same, employed in cutting the whale, 3 boats out side on a cruise, so ends this day.

T. D. Tuesday July 18<sup>th</sup> 1837.

First part of this day moderate weather from N, lying at anchor at the bluff New Zealand, at sunset the boats came on board, Middle & Latter part much the same, at daylight the boats went out on a cruise, at 9 A.M. Starboard boat struck & killed a whale, so ends this day.



T. D. Wednesday July 19<sup>th</sup> 1837.  
First part of this day light breezes from E, lying at anchor at the bluff New Zealand, at 9 P.M. took the whale along side of ship Julian, Middle & Latter part much the same, so ends this day, the boats out ~~side~~.

T. D. Thursday July 20<sup>th</sup> 1837.  
First part of this day fresh gales from E, lying at anchor at the bluff New Zealand, at 1 P.M. waist boat struck a <sup>37.4.</sup> ~~W.~~ at 11 P.M. took it along side, Middle & latter part blowing heavy from E, at 7 A.M. commenced cutting, at 11 finished, so ends this day.

T. D. Friday July 21<sup>st</sup> 1837.  
First part of this day blowing heavy from E, all hands on board, lying at anchor at the bluff New Zealand, at 1 P.M. commenced boiling, Middle & Latter part much the same, so ends this day, all hands on board employed in boiling.

T. D. Saturday July 22<sup>d</sup> 1837.  
First part of this day strong gales from ESE, lying at anchor at the bluff New Zealand, all hands on board employed in boiling, Middle & Latter part Moderate, at daylight 3 boats went out on a cruise, so ends this day employed in boiling.

T. D. Sunday July 23<sup>d</sup> 1837.  
First part of this day light air from E, lying at anchor at the bluff New Zealand, at 4 P.M. boats came on board saw a number of whales, at sunset finished boiling out 2 whales, Middle part raged, Latter part Moderate, at daylight boats went out on a cruise, at 10 A.M. Julian's larboard boat struck a whale, Courier's larboard boat killed, so ends this day.



⚓ ⚓. Monday July 24<sup>th</sup> 1837.

First part of this day fresh breezes from NE, lying at anchor at the bluff New Zealand, at dark the boats came on board, Middle & Latter part fine weather, so ends this day boats out side on a cruise.

⚓ ⚓. Tuesday July 25<sup>th</sup> 1837.

First part of this day light breezes from from N, lying at anchor at the bluff New Zealand, at 1 P.M. ship Julian's boat struck an killed a whale at 3 P.M. took it along side of our ship, Middle & Latter part much the same, employed in cutting, & 3 boats out side on a cruise, so ends this day.

⚓ ⚓. Wednesday July 26<sup>th</sup> 1837.

First part of this day light breezes from NW, lying at anchor at the bluff New Zealand, at 2 P.M. waist boat struck a whale & drowed, at sunset boats came on board, Middle & Latter part thick and rainy, so ends this day boats out side

⚓ ⚓. Thursday July 27<sup>th</sup> 1837.

First part of this day blowing strong from SW, with rain lying at anchor at the bluff New Zealand at 1 P.M. boats came on board, saw one whale with a calf, Middle & Latter part the same, so ends this day all hands employed in stowing bone & oil.

⚓ ⚓. Friday July 28<sup>th</sup> 1837.

First part of this day raged, lying at anchor at the bluff New Zealand, all hands employed in cooping & stowing oil, Middle & Latter part much the same so ends this day, all hands employed in boiling.



T. D. Saturday July 29<sup>th</sup> 1837.

First part of this day blowing strong from SW, with squalls of rain & hail, lying at anchor at the bluff New Zealand all hands employed in boiling, Middle & Latter part more moderate, at 8 AM, finished boiling, so ends this day.

T. D. Sunday July 30<sup>th</sup> 1837.

First part of this day fresh breeze from SW, lying at anchor at the bluff New Zealand, all hands on board, Middle & latter part fine weather, at daylight the boats went out at sunrise larboard boat struck a whale <sup>lost the whale</sup> & got stove lost the line, Julian's boat struck & killed the whale & anchored it, at 8 AM, waist boat struck & starboard boat killed <sup>39 H.</sup> ~~the whale~~ so ends this day stowing the whale. (August 2<sup>d</sup> took the line & anchor from larboard boat whale & let it go adrift blowing heavy from SW with rain & hail.)

T. D. Monday July 31<sup>st</sup> 1837

First part of this day fresh breeze from NW, lying at anchor at the bluff New Zealand, the boats towing whale at dark boats came on board, had anchored the whale, Middle & Latter part thick & rainy, at 10 AM, towed the waist boat whale up to the ship, so ends this day, boats out looking for the other whale.

T. D. Tuesday ~~July~~ August 1<sup>st</sup> 1837.


First part of this day strong wind from SW, with rain lying at anchor at the bluff New Zealand, boats out looking for the whale that was to an anchor at dark came on board could not find it, Middle & Latter part much the same, so ends this day, boat looking for the dead whale.

T. D. Wednesday August 2<sup>d</sup> 1837.

First part of this day blowing heavy from SW lying at anchor at the bluff New Zealand, larboard boat found the whale, took the line & anchor let the whale go adrift at 8 PM got on board blowing a gale with hail & rain squalls, (at dark finished cutting a whale that belong to ship Julian) Middle & latter part more moderate, so ends this day boats out tide out a cruise.



Thursd<sup>y</sup> August 3<sup>d</sup> 1837.

First part of this day fresh breeze from SW, lying at anchor at the bluff New Zealand, at 3 PM waists boat struck & killed a <sup>40 ft</sup> & anchored it, at dark boat came on board & commenced boiling, Middle & Latter part much the same, so ends this day squally, all hands employed in boiling.


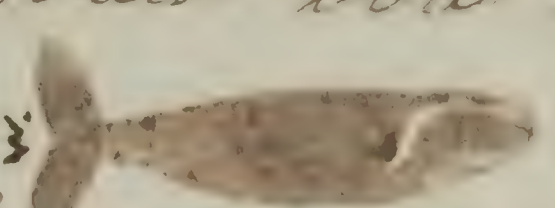
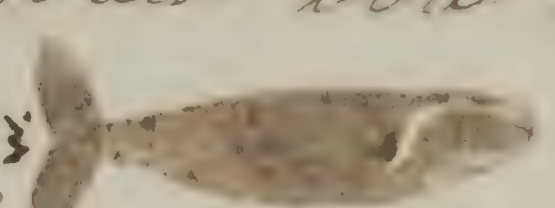
Frid<sup>y</sup> August 4<sup>th</sup> 1837.

First part of this day strong wind from SW, with rain & hale squalls, lying at anchor at the bluff New Zealand, all hands on board employed in boiling, Middle & Latter part much the same, at 11 AM, towed the waists boat whole in to the ship Julian, so ends this day, boiling.


Saturday August 5<sup>th</sup> 1837.

First part of this day strong wind from SW, lying at anchor at the bluff New Zealand, at 3 PM, finished boiling, at sunset boat came on board, Middle & Latter part calm, so ends this day boats out side on a cruise.

Sunday August 6<sup>th</sup> 1837.

First part of this day calm, lying at anchor at the bluff New Zealand, at 2 PM, starboard boat struck a whale & cut, lost the whale, larboard boat struck & killed one other , waists boat struck & killed another  one  at 8 PM, anchored both whales and came on board, Middle & Latter part much the same, so ends this day, boats out side on a cruise.

Monday August 7<sup>th</sup> 1837.

First part of this day light breezes from E, lying at anchor at the bluff New Zealand, at 2 PM, towed both whales in to the ship Julian, that was anchored out side, Middle & Latter part strong wind from ENE, at 10 AM, larboard boat struck and killed one  & anchored it, at 4 PM, hauled the boat up on the beach & came on board, found the other boats on board. so ends this day, boats out side



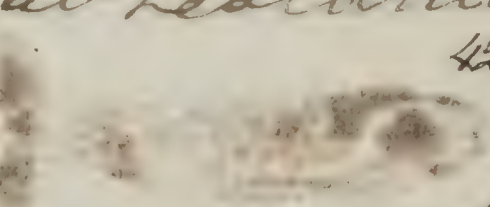
¶ ¶ Tuesday August 8<sup>th</sup> 1837

First part of this day strong wind from ESE, lying at anchor at the bluff New Zealand, at 3 P.M., 2 boats came on board, at 4 P.M., hauled the larboard boat up on the beach & came across by land to the ship, Middle & Latter part Moderate, so ends this day boats out side.

¶ ¶ Wednesday August 9<sup>th</sup> 1837

First part of this day moderate wind from NE, lying at anchor at the bluff New Zealand, at sunset all the boats came on board, could not find the whale that was anchored on the 7<sup>th</sup>, Middle & Latter part much the same, so ends this day boats out side on a cruise.

¶ ¶ Thursday August 10<sup>th</sup> 1837

First part of this day wind from SW, lying at anchor at the bluff New Zealand at 3 P.M., waist boat struck & killed a <sup>42' H.</sup>  anchored it, at sunset towed in the larboard boats whale that was killed on the 7<sup>th</sup>, Middle & Latter part thick & rainy, so ends this day employed in cutting the whale, 2 boats out side,

¶ ¶ Friday August 11<sup>th</sup> 1837

First part of this day fresh breezes from SW, lying at anchor at the bluff New Zealand, at sunset boat came on board, Middle & Latter part much the same so ends this day, found the waist boat whale adrift, anchored it again.

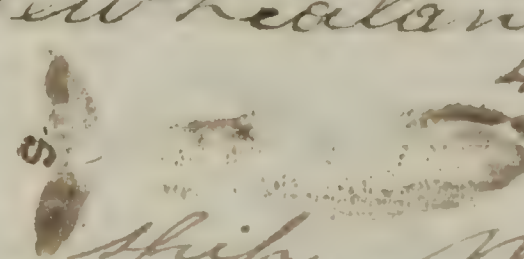
¶ ¶ Saturday August 12<sup>th</sup> 1837

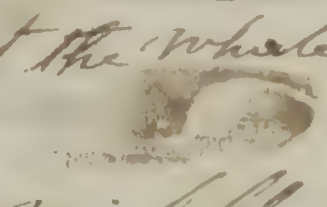
First part of this day fine weather lying at anchor at the bluff New Zealand, at 3 P.M., towed the waist boat in to the ship & commenced cutting, at sunset commenced boiling, Middle & Latter part strong wind from S, so ends this day all hands on board employed in boiling & stowing down oil between decks.



⚓ ⚓ Sunday August 13<sup>th</sup> 1837.  
First part of this day strong wind from S, lying at anchor at the bluff New Zealand, all hands on board, employed in boiling & stowing down oil between decks, middle & latter part the same, at daylight finished boiling, found one of the pots broke, so ends this day employed in setting one other pot, all hands on board.

⚓ ⚓ Monday August 14<sup>th</sup> 1837.  
First part of this day strong wind from SE, lying at anchor at the bluff New Zealand, all hands on board employed in setting a try pot & scraping bone, middle & latter part much the same so ends this day boats out side.

⚓ ⚓ Tuesday August 15<sup>th</sup> 1837.  
First part of this day moderate wind from NE lying at anchor at the bluff New Zealand at 2 PM starboard boat struck & killed a <sup>43H.</sup>  at 10 in the evening threw the whale to the ship, middle & latter part fresh breezes from NW, so ends this day employed in cutting the whale, 3 boats out side.

⚓ ⚓ Wednesday August 16<sup>th</sup> 1837.  
First part of this day fresh breezes from NW, lying at anchor at the bluff New Zealand at 3 PM, waist boat struck & killed a <sup>(lost the whale)</sup>  & anchored it, at sunset boats came on board, middle & latter part blowing strong from W, with rain & hail squalls, so ends this day all hands on board.

⚓ ⚓ Thursday August 17<sup>th</sup> 1837.  
First part of this day blowing heavy from W, with rain & hail squalls, lying at anchor at the bluff New Zealand middle & latter part more moderate, at 7 AM, commenced boiling, so ends this day boats out side saw the whale adrift that was anchored on the 16<sup>th</sup>, came on to blow heavy, could not take it.



Th. J. Friday August 18<sup>th</sup> 1837.

First part of this day blowing heavy from W, with rain & hail at 2 P.M. the boats came on board, lying at anchor at the bluff New Zealand, employed in boiling, Middle & latter part much the same, at daylight finished boiling, so ends this day all hands employed in stowing down oil.

Th. J. Saturday August 19<sup>th</sup> 1837.

First part of this day strong wind from W, lying at anchor at the bluff New Zealand, all hands employed in stowing oil, Middle & latter part moderate, at daylight the boats went out, at 11 A.M. larboard boat struck a whale iron drowed lost the whale, so ends this day light breeze from N.

Th. J. Sunday August 20<sup>th</sup> 1837.

First part of this day light breezes from N, 3 boats out side, lying at anchor at the bluff New Zealand, at 1 P.M. 2 whales came in the harbour, bow boat struck & <sup>drowed</sup> ~~the~~ <sup>(waist boat struck & killed)</sup> ~~the~~ <sup>44H.</sup> & took it alongside the ship, at sunset ship jules's waist boat struck the other whale & the courier's larboard boat killed, at dark boat came on board, Middle & latter part much the same, so ends this day employed in cutting, & 3 boats out side,

Th. J. Monday August 21<sup>st</sup> 1837.


First part of this day moderate breezes from SSE, lying at anchor at the bluff New Zealand, at sunset boats came on board, Middle & latter part much the same, so ends this day 4 boats out side on a cruise.

Th. J. Tuesday August 22<sup>d</sup> 1837.

First part of this day fresh breezes from SW, lying at anchor at the bluff New Zealand, at 4 P.M. boats came on board, had seen a number of whales, Middle & latter part much the same, so ends this day boats out side on a cruise.



W. S. Wednesday August 23<sup>rd</sup> 1837.

First part of this day moderate breezes from SSE, lying at anchor at the bluff New Zealand, at sunset the boats came on board, saw a number of whales, Middle & Latter part fresh breezes from SSW, at daylight the boats went out on a cruise, at 9 AM, waist boat struck & killed a <sup>45H.</sup>  & anchored it, so ends this day.


W. S. Thursday August 24<sup>th</sup> 1837

First part of this day fresh gales from SSW, lying at anchor at the bluff New Zealand, at 3 PM towed the whale up to the ship & took his head off. Middle & Latter part much the same, at 10 AM, finished cutting so ends this day, boats out side on a cruise.

W. S. Friday August 25<sup>th</sup> 1837.

First part of this day fine weather light breezes from N, lying at anchor at the bluff New Zealand, at 2 PM, ship Julian's bow boat struck a whale, Courier's harbord boat killed it at sunset boat came on board, (at 1 PM, commenced boiling) Middle & Latter part much the same, so ends this day boats out side.

W. S. Saturday August 26<sup>th</sup> 1837.

First part of this day fine weather, light breezes from N, lying at anchor at the bluff New Zealand, at 4 PM, harbord boat struck & killed one  at 7 evening took it to the ship Julian, Middle & Latter part thick, so ends this day boats out side on a cruise. (at daylight finished boiling)

W. S. Sunday August 27<sup>th</sup> 1837.



First part of this day thick & calm weather, lying at anchor at the bluff New Zealand, at sunset the boats came on board, Middle & Latter part light airs from E, so ends this day boats out side on a cruise.



⚓ ⚓. Monday August 28<sup>th</sup> 1837.

First part of this day light wind from eastward & fine weather lying at anchor at the bluff New Zealand at dark the boats came on board, Middle & latter part much the same so ends this day employed in stowing off the after hold with oil, 3 boats out side whaling.


⚓ ⚓. Tuesday August 29<sup>th</sup> 1837.

First part of this day light breeze from NE, lying at anchor at the bluff New Zealand, employed in stowing off the after hold with oil, at dark the boats came on board, Middle & latter part much the same, at daylight the boats went out, at 9 AM harbor boat struck & killed a <sup>46 H.</sup> , waist boat struck one other <sup>47 H.</sup>  anchored them both, so ends this day.

⚓ ⚓. Wednesday August 30<sup>th</sup> 1837.

First part of this day light breeze from NW, lying at anchor at the bluff New Zealand, at 8 evening towed both whales that was anchored, in along side of the ship, Middle & latter part much the same, so ends this day employed in cutting the whales, 2 boats out side.

⚓ ⚓. Thursday August 31<sup>st</sup> 1837.

First part of this day employed in cutting in, light airs from W, 2 boats out side, lying at anchor at the bluff New Zealand, at dark boats came on board & commenced boiling, Middle & latter part much the same, at daylight the boats went out, at 9 AM, harbor boat struck & killed a <sup>48 H.</sup>  & anchored it, so ends this day boats out side, fresh breezes from E.



⚓ ⚓ Friday September 1<sup>st</sup> 1837.

First part of this day strong wind from E, lying at anchor at the bluff New Zealand, employed in boiling, at sunset towed the whale up to the mouth of the harbour & anchored it again, & came on board, Middle & Latter part much the same, at 9 A.M. towed the whale that was anchored up to the ship & commenced cutting, so ends this day thick rainy wether.

⚓ ⚓ Saturday September 2<sup>d</sup> 1837.

First part of this day fresh breeze from E, & rainy, lying at anchor at the bluff New Zealand, employed in boiling, Middle & latter part blowing a gale, so ends this day employed boiling.

⚓ ⚓ Sunday September 3<sup>d</sup> 1837.

First part of this day blowing a gale from E. with thick rainy wether, employed in boiling, lying at anchor at the bluff New Zealand, at sunset put out the fire's on account of the wether, Middle & latter part the same, so ends this day, all hands employed in ships duty.

⚓ ⚓ Monday September 4<sup>th</sup> 1837.

First part of this day blowing a gale from E, lying at anchor at the bluff New Zealand, all hands employed in ships duty, Middle & Latter part much the same, so ends this day one boat came ashore cutting wood, thick & rainy.

⚓ ⚓ Tuesday September 5<sup>th</sup> 1837.

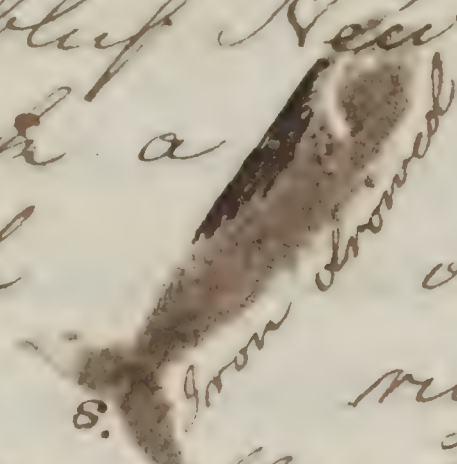
First part of this day fresh gales from E & thick rainy wether, lying at anchor at the bluff New Zealand, one boat came on shore wooding, at sunset came on board Middle & Latter part more moderate, at daylight the boat went out, so ends this day employed ~~the remainder~~ in boiling the remainder of the blubber, boats out side.



W. S. Wednesday September 6<sup>th</sup> 1837

First part of this day blowing strong from E, employed in boiling, lying at anchor at the bluff New Zealand, at 3 P.M. boats came on board, riced, at evening finished boiling, middle & latter part much the same, at day light boats went out, so ends this day, blowing strong.

W. S. Thursday September 7<sup>th</sup> 1837

First part of this day blowing strong from E, lying at anchor at bluff New Zealand, at 1 P.M. starboard boat struck a  whale & drowned, at 2 P.M. hauled the boats up on the beach & came across to the ship, riced could not come round with the boats, middle & latter part much the same, so ends this day employed in coopering & scraping bone, 2 boats cruises gon over to the boats.

W. S. Friday September 8<sup>th</sup> 1837

First part of this day strong gales from E, employed in coopering oil & scraping bone, lying at anchor at the bluff New Zealand, at 3 P.M. the boat cruises came on board again, middle & latter part more moderate, at sunrise the boat cruise went across to the boats, so ends this day.

W. S. Saturday September 9<sup>th</sup> 1837


First part of this day fresh breeze from E, lying at anchor at the bluff New Zealand, at sunset the boats came on board again, middle & latter part light airs from NW, so ends this day boats out side on a cruise.

W. S. Sunday September 10<sup>th</sup> 1837


First part of this day light breezes from NW, lying at anchor at the bluff New Zealand, at sunset the boats came on board, saw a number of whales, middle & latter part much the same, so ends this day boats out side, thick foggy weather.




Monday September 11<sup>th</sup> 1837.

First part of this day light airs from E with a thick fog, lying at anchor at the bluff New Zealand, at 4 P.M. boats came on board & commenced taking off wood & stowing it in the fore hold, Middle & latter part fine weather, at daylight boats went out side, at 8 A.M. waist boat struck & killed a  & towed in along side ship Julian, starboard boat struck a whale that belonged to the Julian, got stove & cut the line lost the whale, &c ends this day.

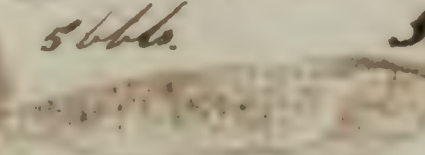
Tuesday September 12<sup>th</sup> 1837.

First part of this day light breeze from E & fine weather lying at anchor at the bluff New Zealand, at sunset the boats came on board, Middle & latter part much the same, at daylight the boats went out side, at sunrise waist boat struck a  <sup>49 H.</sup> & saved it, so ends this day the whale anchored out side.

Wednesday September 13<sup>th</sup> 1837.

First part of this day light breeze from E, lying at anchor at the bluff New Zealand, at dark towed the waist boats whale up to the ship, Middle & latter part the same, at daylight the boats went out side, at 9 A.M. starboard boat struck a  & saved it, got stove, came on board & shifted boats, so ends this day employed in cutting a whale & towing one other.

Thursday September 14<sup>th</sup> 1837.

First part of this day light breeze from E, & fine weather lying at anchor at the bluff New Zealand, at 8, evening towed the starboard boats whale in along side ship Julian, Middle & latter part much the same, at 11 A.M. starboard boat struck & killed a  <sup>54 lb.</sup> <sup>50 H.</sup> in the harbour & took it along side, so ends this day all hands on board. this day dismasted partner ships with ship Julian



To J. Friday September 15<sup>th</sup> 1837.

First part of this day fresh breezes from NW all hands on board, lying at anchor at the bluff New Zealand, at 1 P.M. commenced boiling, Middle & latter part blowing heavy from NW, so ends this day employed in stowing oil & boiling.

To J. Saturday September 16<sup>th</sup> 1837.

First of this day blowing heavy from NW with rain lying at anchor at the bluff New Zealand, employed in cutting & boiling, at 5 P.M. put out the fires on account of rain, Middle & latter part more moderate, at daylight commenced boiling again, so ends this day all hands employed in boiling & stowing the after hatchway off,

To J. Sunday September 17<sup>th</sup> 1837.

First part of this day fresh gales from NW all hands employed in boiling, at sunset finished boiling the last whale, ship all full, lying at anchor at the bluff New Zealand, Middle & latter part blowing heavy with hail & rain squalls, so ends this day finished scraping the last of the bone.

To J. Monday September 18<sup>th</sup> 1837.

First part of this day blowing heavy from NW with rain & hail squalls, lying at anchor at the bluff New Zealand, Middle & latter part much the same blowing heavy from W. with rain & snow squalls, so ends this day employed in cutting wood on shore.

To J. Tuesday September 19<sup>th</sup> 1837.

First part of this day blowing heavy from W, with rain & snow squalls, lying at anchor at the bluff New Zealand, employed in cutting wood on shore, Middle & latter part much the same, so ends this day employed in cooping oil.



W. S. Wednesday September 20<sup>th</sup> 1837.

First part of this day blowing heavy from S.W. lying at anchor at the bluff New Zealand, all hands employed in coopersing & stowing down oil, Middle & latter part much the same, so ends this day all hands employed in washing ship, blowing heavy from S.W.

W. S. Thursday September 21<sup>st</sup>

First part of this day blowing a gale from S.W. lying at anchor at the bluff New Zealand, all hands employed in cleaning ship, Middle & latter part much the same, so ends this day all hands employed fitting ship.

W. S. Friday September 22<sup>d</sup> 1837.

First part of this day blowing heavy from S.W. lying at anchor at the bluff New Zealand, Middle & latter part fine weather, all hands employed in getting ship ready for sea, so ends this day stowing bone

W. S. Saturday September 23<sup>d</sup> 1837

First part of this day light breeze from S.E. lying at anchor at the bluff New Zealand, all hands employed in stowing bone & washing ship, Middle & latter part much the same, employed in sending up the fore & mixed top Mast, so ends this day fresh breezes from N.W.

W. S. Sunday September 24<sup>th</sup> 1837

First part of this day fresh breezes from N.W. lying at anchor at the bluff New Zealand, employed in taking down the treynworks, Middle & latter part much the same all hands employed in fitting ship & stowing oil, so ends this day.



Monday September 25<sup>th</sup> 1837.  
First part of this day blowing heavy from SW, lying at anchor at the bluff New Zealand, all hands employed in stowing bone & spares, Middle & latter part moderate all hands employed in stowing wood & water, so ends this day fine weather.

Tuesday September 26<sup>th</sup> 1837.  
First part of this day fine weather light breezes from W, lying at anchor at the bluff New Zealand, all hands employed in bending sails, getting ready for sea &c. Middle & latter part blowing heavy from NW, employed in taking water on board & stowing it on deck, so ends this day.

Wednesday September 27<sup>th</sup> 1837.  
First part of this day blowing heavy from NW, lying at anchor at the bluff New Zealand, employed fitting ship for sea, Middle Part the same with rain, latter part fine weather, employed in bending sails, so ends this day.

Thursday September 28<sup>th</sup> 1837.  
First part of this day fresh breezes from SE, lying at anchor at the bluff New Zealand, employed in fitting ship for sea, Middle & latter part strong wind from NW, at daylight commenced clearing hawse, at 12 O'clock hawse all clear, so ends this day.

Friday September 29<sup>th</sup> 1837.  
First part of this day moderate breeze from WSW, lying at anchor at the bluff New Zealand, Middle & latter part wind from SW, so ends this day all hands employed in unmooring.

Saturday September 30<sup>th</sup> 1837.  
First part of this day fresh breezes from SW, at 2 P.M., made Anchors & left the bluff, at 10 evening dropped anchor again in 16 fathoms water at Pattersons river, Stuards Island, New Zealand, Middle & latter part rainy, so ends this day lying at anchor at Pattersons river Stuards Island.



⚓ Sunday October 1<sup>st</sup> 1837.  
First part of this day thick rainy wether, wind from  
SW, lying at anchor at Pattersons River Stuart Island  
New Zealand, Middle & latter fine wether, at  
10 AM, took 2700 lbs. of Potatoes on board, so ends this  
day.

⚓ ⚓ Monday October 2<sup>d</sup> 1837.  
First part of this day fresh breeze from SW, lying  
at anchor in Pattersons River Stuart Island New Zealand,  
at 3 PM, took on board 2 hogs, 5 pigs, 3 goats, 2 hens, 2 geese,  
Middle & latter part blowing heavy with rain, at 10 o'clock  
midnight dropped the larboard anchor, so ends this day both  
anchors down,

⚓ ⚓ Tuesday October 3<sup>d</sup> 1837.  
First part of this day blowing strong from SW, with  
rain, lying at anchor at ~~the~~ Pattersons River  
New Zealand, Middle & latter part fresh breezes from  
Northward, at 9 AM, hove up the larboard anchor, so ends  
this day thick rainy wether.

⚓ Wednesday October 4<sup>th</sup> 1837.  
First part of this day blowing heavy from SW with  
rain, lying at anchor at Pattersons River, Stuart Island,  
New Zealand, at 4 PM, took 1 hog on board, Middle &  
latter part moderate, at 9 AM, took one goat, 4 ducks,  
1 goose, 1662 lbs. Potatoes, so ends this day, employed in  
sending up Main Top Gallant Mast.

⚓ Thursday October 5<sup>th</sup> 1837.  
First part of this day moderate wind from Northward, lying  
at anchor at Pattersons River, Stuart Island, New Zealand,  
Middle & latter part calm, at 11 AM, crossed the Main  
top gallant yard, so ends this day employed in ship  
duty, fine wether.



Friday October 6<sup>th</sup> 1837.

First part of this day calm, lying at anchor in Pattersons river, Stuar's Island New Zealand at 2 PM, bent the Main Top Gallant sail, Middle part rain, Latter part strong wind from W & clear at 8 AM, raised anchor, made sail & went to sea, homeward bound at 11 AM, Stuar's Island bearing W by N, dist 20 miles so ends this day not any thing in sight, all hands employed in stowing anchors, &c. steering E by S.

Lat. by Obs.  $47^{\circ} 01'$  South. Long. by D. R.  $168^{\circ} 34' E$ .

Saturday October 7<sup>th</sup> 1837.

First part of this day strong gales from W, with a large sea, steering E by S, all hands employed in ships duty, at 7 PM, set the watch, sea watches, Middle & latter part much the same, so ends this day. Watch employed fitting studding sail gear, wind NW, steering E, by S.

Lat. by Obs.  $47^{\circ} 32'$  South. Long. by D. R.  $172^{\circ} 01' E$

Sunday October 8<sup>th</sup> 1837.

First part of this day fresh gales from NW, & cloudy, steering E by S, watch employed in ships duty, at 3 PM set the Main Top Gallant & fore top Mast studding sails, at sunset saw a Sperm Whale, Middle part thick weather, wind W. Latter part thick cloudy weather, so ends this day steering E by S.

Lat. by D. R.  $48^{\circ} 04'$ . No Obs. Long. by D. R.  $176^{\circ} 42' E$ .

Monday October 9<sup>th</sup> 1837.

First part of this day moderate wind from WSW, steering E by S, with a heavy swell running, thick cloudy weather, Middle part the same, latter part fine weather at 11 AM, wind hauled round to North, so ends this day the watch employed in ships duty, steering E by S.

Lat. by Obs.  $48^{\circ} 39' S$ . Long. by Chron  $181^{\circ} 32' E$  by D. R.  $179^{\circ} 21' E$ .

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Tuesday October 10<sup>th</sup> 1837.

First part of this day fresh breeze from N, steering E by S. the watch employed in ships duty, thick weather, Middle & latter part much the same, at 10 Evening took in studding sail, Main Top Gallant sail & Mizzen top sail, at 1 AM, took in the jib & double reefed the fore & Main Top sails, so ends this day thick weather.

No Obs. Lat. by D.R.  $49^{\circ} 15'$  South. Long by D.R.  $184^{\circ} 05' E$ , or  $175^{\circ} 55' W$ .

Wednesday October 11<sup>th</sup> 1837.

First part of these 24 hours more moderate, at 3 PM, set all sail, wind from N, steering E by S. Middle part much the same, latter part fresh breezes from SW by W, so ends this day fine weather, all sail set.

Lat. by Obs.  $50^{\circ} 35' S$ . Long. by Chro.  $186^{\circ} 07' E$ . Or  $173^{\circ} 53' W$ .

Long. by D.R.  $187^{\circ} 12' E$ , Or  $172^{\circ} 12' W$ .

Thursday October 12<sup>th</sup> 1837.

First part of this day fresh gales from SW by W. steering E, with all sail set, at sunset took in the lower studding sail, Middle part fresh breeze from SW, latter part fine weather moderate breezes from WSW. So ends this day the watch employed in ships duty.

Lat. by Obs.  $50^{\circ} 50' S$ . Long. by Chro.  $189^{\circ} 47' E$ , Or  $170^{\circ} 13' West$ .

Lat. by D.R.  $50^{\circ} 55' S$ . Long. by D.R.  $190^{\circ} 48' E$ , Or  $169^{\circ} 12' West$ .

Friday October 13<sup>th</sup> 1837.

First part of this day moderate breezes from WSW, steering E by N with all sail set, Middle & latter part much the same, wind WNW, steering E by N. So ends this day.

Lat. by Obs.  $50^{\circ} 46' S$ . Long. by D.R.  $193^{\circ} 57' E$ . Or  $166^{\circ} 03' West$ .

Long. by Chro.  $193^{\circ} 06' E$ , Or  $166^{\circ} 54' West$ .



Saturday October 14<sup>th</sup> 1837.

First part of this day fresh gales from WNW. Steering E by N. the watch employed in ships duty. Middle part fresh gales from SE by S. Latter part much the same so ends this day steering E by N. the watch employed in ships duty.

Lat. by Obs.  $50^{\circ} 31' S$ . Long. by Chro.  $197^{\circ} 56' E$ , or  $162^{\circ} 04' West$ .

Lat. by D.R.  $50^{\circ} 34' S$ . Long. by D.R.  $197^{\circ} 22' E$ , or  $162^{\circ} 33' West$ .

Sunday October 15<sup>th</sup> 1837.

First part of this day fresh breezes from S. Steering E by N. at 3 P.M. set fore Top Mast & Main top gallant Studing sails, at <sup>Evening.</sup> 7 o'clock, Capt. North departed this life into eternity. Middle & latter part moderate breeze from W. so ends this day steering E by N.

Lat. by Obs.  $50^{\circ} 26' S$ . Long. by Chro.  $200^{\circ} 41' East$ , or  $159^{\circ} 19' West$ .

Lat. by Obs.  $50^{\circ} 28' S$ . Long. by D.R.  $200^{\circ} 38' East$ , or  $159^{\circ} 22' West$ .

Monday October 16<sup>th</sup> 1837.

First part of this day fresh breeze from W by N. Steering E by S. at 4 P.M. Entered <sup>The body of</sup> Capt. North to the Migley Leap. Middle part blowing strong, at 2 A.M. carried away the fore top Mast Studing sail boom, took in Studing sails. Latter part much the same so ends this day, all sail set.

Lat. by Obs.  $50^{\circ} 11' S$ . Long. by Chro.  $205^{\circ} 18' East$ , or  $154^{\circ} 42' West$ .

Lat. by D.R.  $50^{\circ} 10' S$ . Long. by D.R.  $204^{\circ} 53' East$ , or  $155^{\circ} 07' West$ .

Tuesday October 17<sup>th</sup> 1837.

First part of this day Strong Winds from NW with rain squalls & a heavy sea running, all sail set, steering E by N. Middle & latter part much the same, so ends this day blowing heavy from NW accompanied with a heavy sea.

Lat. by Obs.  $50^{\circ} 33' South$ . Long. by Chro.  $210^{\circ} 46' East$ , or  $149^{\circ} 14' West$ .

Lat. by D.R.  $50^{\circ} 28' S$ . Long. by D.R.  $210^{\circ} 20' East$ , or  $149^{\circ} 40' West$ .



Wednesday October 18<sup>th</sup> 1837.

First part of this day blowing heavy from NW, with a heavy sea running, at 2 PM, took in fore top mast & main top gallant standing sails, at 6 PM, took in jib, maintop gallant sail, main sail, & double reefed the top sails, steering E. Middle part the same, at 6 AM, took in Mizzen Top sail, latter part more moderate, so ends this day, a heavy sea running, thick cloudy weather. No Obs.

Lat. by D.R.  $51^{\circ}49'$  South. Long. by D.R.  $215^{\circ}30'E$  or  $144^{\circ}33'W$ .

Thursday October 19<sup>th</sup> 1837.

First part of this day more moderate, light wind from NW with a heavy sea running, at 3 PM, set jib, main sail & double reef Mizzen Top sail, middle & latter part fine weather, at 3 AM, set all sail light wind from W, steering E by N, so ends this day.

Lat. by Obs.  $51^{\circ}13'S$ . Long. by Chro.  $218^{\circ}28'E$ , Or.  $141^{\circ}32'West$ .

Lat. by D.R.  $51^{\circ}08'S$ , Long. by D.R.  $217^{\circ}41'E$ , Or.  $142^{\circ}19'West$ .

Friday October 20<sup>th</sup> 1837.

First part of this day fine weather light breeze from the West, steering E by N, with all sail set, middle & latter part fresh gales from WNW, so ends this day.

Lat. by Obs.  $51^{\circ}02'S$ . Long. by Chro.  $221^{\circ}59'E$ . Or.  $138^{\circ}01'West$ .

Lat. by D.R.  $51^{\circ}00'S$ , Long. by D.R.  $221^{\circ}54'E$ , Or.  $138^{\circ}06'West$ .

Saturday October 21<sup>st</sup> 1837.

First part of this day fresh gales from WNW, steering E by N, with all sail set. Middle & latter part blowing heavy from NW at 4 AM, took in jib & Mizzen Top sail, & double reefed the fore & main top sails, at noon took in the main sail. So ends this day blowing a gale with a heavy sea running steering E by N.

Lat. by D.R.  $50^{\circ}51'South$ . Long. by D.R.  $226^{\circ}42'E$  Or  $133^{\circ}18'W$ .



Sunday October 22<sup>d</sup> 1837.

First part of this day blowing heavy from N.W. with a heavy sea running, steering E by N. under double reefed fore & Main Top sail, foresail, at 5 P.M. took in the fore Top sail & fore sail, & close reefed the Main Top sail, & hove the ship too. Middle part the same. Latter part more moderate, at 3 A.M. wind hauled to S.W. at 5 A.M. set the fore sail, so ends this day, steering E.N.E. under double reefed fore & Main Top sails & fore sail, with a heavy sea running.

Lat. by Obs.  $51^{\circ} 09' S$ . Long. by Chro.  $229^{\circ} 27' E$ . Or  $130^{\circ} 33' West$ .

Lat. by D.R.  $50^{\circ} 53' S$ . Long. by D.R.  $229^{\circ} 18' E$ . Or  $130^{\circ} 42' West$ .

Monday October 23<sup>d</sup> 1837.

First part of this day blowing heavy from S.W. steering E.N.E. under double reefed fore & Main Top sails & fore sail, with a large sea running, at sunset set whole Main Top sail & Main Top Gallant sail, Middle part much the same, Latter part blowing heavy from N.W. heavy sea running, at 7 A.M. took in Main top gallant sail, so ends this day, running E. No Obs. thick squally.

Lat. by D.R.  $50^{\circ} 37' S$ . Long. by D.R.  $234^{\circ} 08' E$ , Or  $125^{\circ} 52' W$ .

Tuesday October 24<sup>th</sup> 1837.

First part of this day blowing heavy from N.W. steering E, with a heavy sea running, & rain squalls, Middle & Latter part the same. So ends this day steering E by N.

Lat. by Obs.  $51^{\circ} 45' S$ . Long. by D.R.  $239^{\circ} 16' E$ . Or  $120^{\circ} 44' West$ .

Lat. by D.R.  $51^{\circ} 00'$ .

Wednesday October 25<sup>th</sup> 1837.

First part of this day blowing heavy from N.W. with a heavy sea running, steering E by N. thick wether Middle & Latter part much the same, so ends this day thick rainy wether. No Obs.

Lat. by D.R.  $51^{\circ} 39' S$ . Long. by D.R.  $244^{\circ} 38' E$ . Or  $115^{\circ} 22' West$ .



Thursday October 26<sup>th</sup> 1837.

First part of this day strong gales from N.W. Steering E by N. Thick rainy weather, with a large sea running, at 4 P.M. more moderate, wind hauled to the W. set the main top gallant sail, & shook the reefs out the fore topsail. Middle & latter part fine weather with fresh breezes from W. at 6 A.M. set the standing sails, so ends this day all sail set, steering E by N.

Lat. by Obs.  $52^{\circ} 19' S$ . Long. by Chro.  $246^{\circ} 08' E$ . Or  $113^{\circ} 52' West$ .

Lat. by D.R.  $52^{\circ} 05' S$ . Long. by D.R.  $248^{\circ} 14' E$ . Or  $111^{\circ} 46' West$ .

Friday October 27<sup>th</sup> 1837.

First part of this day fresh gales from W. steering E by N. With all sail set, standing sails on both sides, at sun set took in the starboard standing sails, Middle & latter part blowing strong, at 11 Midnight took in standing sails, & main top gallant sail, so ends this day, steering E by S. With a heavy sea running, thick cloudy weather.

Lat. by D.R.  $52^{\circ} 26' S$ . Long. by D.R.  $252^{\circ} 45' E$ . Or  $107^{\circ} 15' West$ .

Saturday October 28<sup>th</sup> 1837.

First part of this day blowing strong from W. steering E by N. with a heavy sea & thick weather, at 5 P.M. took in main top sail, Middle & latter part more moderate at 6 A.M. set the main top gallant sail & standing sails. So ends this day fine weather light breezes from S.W. steering E by S. With all sail set, so ends this day.

Lat. by Obs.  $53^{\circ} 20' S$ . Long. by Chro.  $256^{\circ} 09' E$ . Or  $103^{\circ} 51' West$ .

Lat. by D.R.  $52^{\circ} 56' S$ . Long. by D.R.  $256^{\circ} 56' E$ . Or  $103^{\circ} 04' West$ .

Sunday October 29<sup>th</sup> 1837.

First part of this day fine weather, light breeze from S.W. steering E by S. With all sail set, at sunset wind shifted to the N. Eastward took in steering sails, Middle & latter part fine weather, at 2 A.M. set the steering sails again. Wind N.W. so ends this day all sail set.

Lat. by Obs.  $53^{\circ} 48' S$ . Long. by Chro.  $258^{\circ} 53' E$ . Or  $101^{\circ} 07' West$ .

Lat. by D.R.  $53^{\circ} 21' S$ . Long. by D.R.  $259^{\circ} 47' E$ . Or  $100^{\circ} 13' West$ .



Monday October 30<sup>th</sup> 1837  
 First part of this day fresh breezes from W & N & fine  
 weather, steering E by N, with all <sup>sail</sup> set. Middle part  
 strong wind from N W. Latter part blowing blowing heavy  
 at 8 AM. Haul the jib & M. J. Gallant standing sail, <sup>dropped</sup> &  
 Mast standing sail yard, took them all in & the main  
 top gallant sail & close reefed the main top sail, so  
 ends this day blowing heavy from N W by N, steering E by N.  
 Lat. by D.R.  $54^{\circ} 19' S$ . Long. by D.R.  $265^{\circ} 13' E$ , or  $94^{\circ} 45' W$ .

Tuesday October 31<sup>st</sup> 1837.  
 First part of this day blowing heavy from N W by N,  
 steering E by N, with a bad sea & a thick fog, at  
 4 PM took in the main top sail & main sail & double  
 reefed fore & main top sails, at 6 PM, took in fore top  
 sail & fore sail, close reefed the main top sail & hove  
 the ship to. Middle & latter part much the same.  
 So ends this day lying by blowing a gale from N W  
 with a heavy sea running.

Lat. by D.R.  $54^{\circ} 35' S$ . Long. by D.R.  $267^{\circ} 05' E$ . Or  $92^{\circ} 55' W$ .

Wednesday November 1<sup>st</sup> 1837.  
 First part of this day blowing heavy from N W, with a  
 heavy sea running, at 1 PM, set the fore sail & secured  
 the ~~under~~ <sup>ship</sup> close reefed main top sail & fore sail, at 3 PM  
 set double reefed fore top sail, at 4 shook the reefes out  
 the main top sail, steering E by N, Middle & latter  
 part raged, so ends this day  
 Lat. by Obs.  $56^{\circ} 04' S$ . Long. by Chr.  $271^{\circ} 50' E$ . Or  $88^{\circ} 10' West$ .  
 Lat. by D.R.  $55^{\circ} 22' S$ . Long. by D.R.  $271^{\circ} 43' E$ . Or  $88^{\circ} 17' West$ .



Thursday November 2<sup>d</sup> 1837.

First part of this day fresh gales from NW steering ENE with thick weather & a large sea, at 3 PM, wind hauled round to the SW with snow & rain, middle & latter part fine weather at 2 AM, set main Top Gallant sail & studding sails, so ends this day steering ENE wind WSW. With snow squalls, the watch employed in ships duty.  
Lat. by Obs.  $56^{\circ} 00' S$ . Long. by Chro.  $275^{\circ} 26' E$ . Or  $84^{\circ} 34' West$ .  
Lat. by D.R.  $55^{\circ} 25' S$ . " " D.R.  $275^{\circ} 50' E$  Or  $84^{\circ} 10' West$ .

Friday November 3<sup>d</sup> 1837.

First part light airs from W steering ENE with a few light snow squalls, the watch employed in ships duty, middle & latter part fine weather, light breeze from W, so ends this day all sail set steering ENE (at 3 PM on bent the jib & bent a new one)  
Lat. by Obs.  $53^{\circ} 59' South$ , Long. by Chro.  $277^{\circ} 25' E$ , Or  $82^{\circ} 35' W$ .  
Lat. by D.R.  $55^{\circ} 25' S$ . Long. by D.R.  $277^{\circ} 38' E$  Or  $82^{\circ} 22' West$ .

Saturday November 4<sup>th</sup> 1837.

First part of this day pleasant gales from WNW steering ENE, with fine weather, watch employed in ships duty, at 4 PM, ~~Spoke~~ spoke the French Ship Souvenir, 4 months out, on a whaling voyage, middle part much the same wind & R, latter part thick weather, so ends this day.  
Lat. by Obs.  $56^{\circ} 13' South$ .

Lat. by D.R.  $55^{\circ} 34' S$ . Long. by D.R.  $283^{\circ} 20' E$ . Or  $76^{\circ} 40' West$ .

Sunday November 5<sup>th</sup> 1837.

First part of this day strong winds from NW, with thick rainy weather, steering ENE, (middle & latter part much the same, at 4 AM, saw a Barque ship steering Eastward, so ends this day thick foggy weather. (at 10 AM coiled away the main T.G. Studding sail boom)

Lat. by D.R.  $55^{\circ} 48' S$ . Long. by D.R.  $280^{\circ} 16' W$ . Or  $289^{\circ} 44' E$ .



Monday November 6<sup>th</sup> 1837

First part of this day blowing strong from NW with thick fog & rain, steering ENE, at 1 P.M. took in the fore Top Mast Studding sail, at 3 o'clock reefed the Mizen Top sail, at 5 P.M. took in Main Top Gallant sail, Middle part much the same, Latter part strong gales from SW, steering NE, at 4 A.M. saw a ship lying by under close reef Mizen Top sail & foresail, heading southward at 5 A.M. set the Main Top Gallant sail & fore top mast Studding sail, at noon set the main top gallant string sail so ends this day, thick weather. in green water

Lat. by Obs.  $56^{\circ} 37' S$ . Long. by Chro.  $294^{\circ} 58' E$ . Or  $65^{\circ} 02' West$ .

Lat. by D.R.  $55^{\circ} 48' S$ . Long. by D.R.  $295^{\circ} 14' E$ . Or  $64^{\circ} 46' West$ .

Tuesday November 7<sup>th</sup> 1837.

First part of this day strong gales from SW, steering NE not any thing in sight, at 7 P.M. wind hauled round to the NNE. Middle & Latter part much the same, so ends this day heading NE, by the wind, thick cloudy weather, in green water.

No Obs.

Lat. by D.R.  $54^{\circ} 40' S$ . Long. by D.R.  $299^{\circ} 46' East$ . Or  $60^{\circ} 14' W$ .

Wednesday November 8<sup>th</sup> 1837

First part of this day thick cloudy weather, wind NNE heading NE, full & by. Middle part much the same, Latter part variable winds from NW to NNE, at 8 A.M. tacked ship to the westward, so ends this day thick weather & light wind.

Lat. by D.R.  $54^{\circ} 40' S$ . Long. by D.R.  $302^{\circ} 13' E$ , Or  $57^{\circ} 47' W$ .

Thursday November 9<sup>th</sup> 1837.

First part of this day light wind from NW at 7 P.M. tacked ship to the Eastward, thick weather, saw calf & one whale, Middle & Latter part much the same, variable winds from NE to NNE (at 8 P.M. Lat. by the Moon was  $54^{\circ} 43' South$ ) so ends this day wind NW.

Lat. by Obs.  $54^{\circ} 19' S$ . Long. by Chro.  $303^{\circ} 03' E$ . Or  $56^{\circ} 57' W$ .

Lat. by D.R.  $54^{\circ} 11' S$ . " " D.R.  $303^{\circ} 06' E$ . Or  $56^{\circ} 54' W$ .



Friday November 10<sup>th</sup> 1837.

First part of this day fresh gales from N by W with a thick fog, steering by the wind Eastward, at 4 P.M. took in Main Top Gallant sail & spanker, at 6 P.M. took in jib & double reefed the top sails. Middle part much the same, latter part moderate, at 4 A.M. tacked ship to the Westward, wind N by E, so ends this day.

Lat. by Obs.  $53^{\circ} 48' S.$  Long. by Chro.  $303^{\circ} 51' E.$  Or  $56^{\circ} 09' West.$   
" " D.R.  $53^{\circ} 45' S.$  " " D.R.  $304^{\circ} 17' E.$  Or  $55^{\circ} 43' West.$

Saturday November 11<sup>th</sup> 1837.

First part of this day moderate breezes from NNE & cloudy, steering by the wind, North Westward, from 4 P.M. till evening calm, & then fresh breezes from SW, set the standing sail & steered N by N, at 4 A.M. wind N by S took in standing sail, latter part variable winds from SW to NW, so ends this day, clear weather.

Lat. by Obs.  $52^{\circ} 37' S.$  Long. by Chro.  $304^{\circ} 12' E.$  Or  $55^{\circ} 48' West.$   
" " D.R.  $52^{\circ} 32' S.$  " " D.R.  $304^{\circ} 10' E.$  Or  $55^{\circ} 55' West.$

Sunday November 12<sup>th</sup> 1837.

First part of this day moderate, variable wind from WSW to NW, at sunset squally, middle & latter part fine weather, light variable winds, at 10 A.M. tacked ship to the Westward, wind from N, so ends this day.

Lat. by Obs.  $51^{\circ} 35' S.$  Long. by Chro.  $305^{\circ} 37' E.$  Or  $54^{\circ} 23' West.$   
" " D.R.  $51^{\circ} 43' S.$  " " D.R.  $305^{\circ} 28' E.$  Or  $54^{\circ} 32' West.$

Monday November 13<sup>th</sup> 1837.

First part of this day light wind from NW heading N, Eastward, at 4 P.M. wind hauled to the SW, set the standing sails & steered N, middle part much the same, latter part strong gales from NW so ends this day steering by the wind North Eastward.

Lat. by Obs.  $49^{\circ} 23' S.$  Long. by Chro.  $307^{\circ} 40' E.$  Or  $52^{\circ} 20' West.$   
" " D.R.  $49^{\circ} 27' S.$  " " D.R.  $307^{\circ} 14' E.$  Or  $52^{\circ} 46' West.$



Tuesday November 14<sup>th</sup> 1837.

First part of this day thick haze & strong gales from NW, steering full & by the wind; North Eastward, Middle & Latter part much the same, so ends this day veered.

Lat. by Obs.  $47^{\circ} 28' S$ . Long. by Chro.  $310^{\circ} 07' E$ . Or  $49^{\circ} 53' West$ .

" " D.R.  $47^{\circ} 19' S$ . " " D.R.  $309^{\circ} 44' E$ . Or  $50^{\circ} 16' West$ .

Wednesday November 15<sup>th</sup> 1837.

First part of this day strong gales from NW, steering North Eastward, by the wind the watch employed in ship's duty, Middle & Latter part much the same, so ends this day variable wind from W & N to NNE with thick rainy weather.

Lat. by D.R.  $46^{\circ} 13' S$ . Long. by D.R.  $312^{\circ} 09' E$ . Or  $47^{\circ} 51' West$ .

Thursday November 16<sup>th</sup> 1837.

First part of this day strong gales from NNE, & thick, rainy, squally, weather, at 1 P.M. took in Main Top gallant sail, Mizen Top sail, & reefed the top sails, at 4 P.M. wind WNW, at 5 P.M. saw a school of large sperm whales, heading SW, Middle part calm, with heavy rain, At 3 A.M. strong gale from SW, at 6 A.M. set whole top sails, Main top gallant sail, at 10 A.M. heavy squalls took in Main Top gallant sail, jib & close reefed the Mizen Top sail, so ends this day steering N, with strong gales from SW, & a heavy sea running.

Lat. by Obs.  $44^{\circ} 31' S$ . Long. by Chro.  $313^{\circ} 30' E$ . Or  $46^{\circ} 30' West$ .

Lat. " D.R.  $44^{\circ} 30' S$ . " " D.R.  $313^{\circ} 14' E$ . Or  $46^{\circ} 46' West$ .

Friday November 17<sup>th</sup> 1837.

First part of this day strong gales from SW, steering N, with a heavy sea running, at 2 P.M. saw a large sperm whale heading South Westward, at 5 P.M. squally, oblique reefed the fore & Main top sails, Middle & Latter part more moderate, with variable winds from S to WSW, at 6 A.M. set whole top sails, Main Top Gallant sail & standing sails, so ends this day steering N, squally weather.

Lat. by Obs.  $41^{\circ} 46' S$ . Long. by Chro.  $314^{\circ} 21' E$ . Or  $45^{\circ} 39' West$ .

" " D.R.  $41^{\circ} 42' S$ . " " D.R.  $314^{\circ} 23' E$ . Or  $45^{\circ} 37' West$ .



Saturday November 18<sup>th</sup> 1837

First part of this day fresh gales, & squally, wind variable from S, to WNW, steering N, the watch employed in Ship's Duty, Middle & Latter part fine wether, plenty of pinbacks, & grasshoppers, porpoises, &c. So ends this day, watch employed in Ship's Duty.  
Lat. by Obs.  $39^{\circ} 11' S$ . Long. by Chro.  $315^{\circ} 12' E$ . Or  $44^{\circ} 48' West$ .  
" " D.R.  $38^{\circ} 56' S$ . " " D.R.  $315^{\circ} 29' E$ . "  $44^{\circ} 31' West$ .

Sunday November 19<sup>th</sup> 1837

First part of this day fresh gales from W, & fine wether steering N, the watch employed in Ship's Duty, at sunset wind NW took in Main top gallant standing sail, Middle & Latter part blowing strong, at 9 Evening took in Top Mast standing sail, at 3 AM took in Main top gallant standing sail. So ends this day, reged, saw a number of Whale spouts.  
Lat. by Obs.  $36^{\circ} 43' S$ . Long. by Chro.  $317^{\circ} 15' E$ . Or  $42^{\circ} 45' West$ .  
" " D.R.  $36^{\circ} 46' S$ . " " D.R.  $316^{\circ} 58' E$ . Or  $42^{\circ} 45' West$ .

Monday November 20<sup>th</sup> 1837

First part of this day strong gales from WNW steering NNE, with a heavy swell, saw a number of Whale spouts, a great number of Birds, at 4 P.M. set the Main top gallant sail, Middle part much the same, at daylight took in Main top gallant sail, Latter part squally, at 8 AM heavy squalls from W, knocked the ship down on the beam ends, for 10 Minutes, blowed the Main top sail out the bolt rope, took in Main top sail, jib & double reefed the fore topsail, at 10 AM, more moderate, unbent the Main top sail, So ends this day the watch employed in fitting a new Main top sail.  
Lat. by Obs.  $34^{\circ} 50' S$ . Long. by Chro.  $319^{\circ} 01' E$ . Or  $40^{\circ} 59' West$ .  
" " D.R.  $34^{\circ} 57' S$ . " " D.R.  $318^{\circ} 42' E$ . Or  $41^{\circ} 18' West$ .



Tuesday November 21<sup>th</sup> 1837.

First part of this day fresh gale from W. steering N.E. at 1 P.M. bent & new main top sail, & set main top gallant sail & whole fore top sail, at 3 P.M. wind from S.W. blowing fresh set the fore top mast standing sail, at sunset furled the main sail, steering N.E. by N. Middle & Latter part fine weather, light air from S. the watch employed in bundling bone so ends this day, steering N.E. by N.

Lat. by Obs.  $32^{\circ} 56' S.$  Long. by Obs.  $320^{\circ} 31' E.$  Or  $39^{\circ} 29' West.$

" " D.R.  $33^{\circ} 06' S.$  " " D.R.  $320^{\circ} 20' E.$  Or  $39^{\circ} 40' West.$

Wednesday November 22<sup>nd</sup> 1837.

First part of this day light air from S & fine weather, steering N.E. by N. the watch employed in ships duty, Middle part much the same Latter part fresh gale from W. & fine weather the watch employed in ships duty so ends this day.

Lat. by Obs.  $31^{\circ} 32' S.$  Long. by Chro.  $322^{\circ} 18' E.$  Or  $37^{\circ} 42' West.$

" " D.R.  $31^{\circ} 40' S.$  " " D.R.  $321^{\circ} 34' E.$  Or  $38^{\circ} 26' West.$

Thursday November 23<sup>rd</sup> 1837.

First part of this day fresh gale from W. steering N.E. by N. fine weather, the watch employed in ships duty, Middle & Latter part much the same, so ends this day the watch employed in ships duty.

Lat. by Obs.  $29^{\circ} 15' S.$  Long. by Chro.  $323^{\circ} 02' E.$  Or  $36^{\circ} 58' West.$

" " D.R.  $29^{\circ} 19' S.$  " " D.R.  $323^{\circ} 23' E.$  Or  $36^{\circ} 37' West.$

Long. by Lunar.  $36^{\circ} 36' West.$

Friday November 24<sup>th</sup> 1837.

First part of this day Moderate breezes from S.E. & fine weather, steering N.E. by N. Middle & Latter part much the same, so ends this day calm, the watch employed in ships duty.

Lat. by Obs.  $27^{\circ} 55' S.$  Long. by Chro.  $323^{\circ} 58' E.$  Or  $36^{\circ} 02' W.$

" " D.R.  $27^{\circ} 56' S.$  " " D.R.  $324^{\circ} 23' E.$  Or  $35^{\circ} 37' W.$

Long by Lunar  $35^{\circ} 51' West.$



Saturday November 25<sup>th</sup> 1837.

First part of this day light air & calm from E, come  
NNE, the watch employed in ships duty, one Brig in sight  
steering South Westward, Middle & Latter part much the  
same, so ends this day light air & calm, the watch  
employed in ships duty.

Lat. by Obs.  $27^{\circ} 07' S$ . Long. by Chro.  $324^{\circ} 05' E$ . Or  $35^{\circ} 55' West$ .

Lat. by D.R.  $27^{\circ} 09' S$ . " " D.R.  $324^{\circ} 31' E$ . Or  $35^{\circ} 29' West$ .

Long. by Lunar ---  $35^{\circ} 50' West$

Sunday November 26<sup>th</sup> 1837.

First part of this day light Air & calm from ENE, heading  
Northward, the watch employed in ships duty, Middle &  
Latter part Moderate breeze from NNE, & fine weather  
steering North Westward by the wind, so ends this day.

Lat. by Obs.  $25^{\circ} 31' S$ . Long. by Chro.  $323^{\circ} 38' E$ . Or  $36^{\circ} 22' W$ .

" " D.R.  $25^{\circ} 30' S$ . " " D.R.  $324^{\circ} 07' E$ . Or  $35^{\circ} 53' W$ .

Monday November 27<sup>th</sup> 1837.

First part of this day light breeze & fine weather from  
NE, steering North Westward by the wind, Middle &  
Latter part much the same at 8 AM, tacked ship to  
the Eastward wind NNE, so ends this day the watch  
employed in ships duty.

Lat. by Obs.  $24^{\circ} 21' S$ . Long. by Chro.  $37^{\circ} 16' W$ . Or  $322^{\circ} 44' E$ .

" " D.R.  $24^{\circ} 11' S$ . " " D.R.  $36^{\circ} 44' W$ . Or  $323^{\circ} 16' E$ .

Tuesday November 28<sup>th</sup> 1837.

First part of this day Moderate wind from N by E, steering  
Eastward by the wind, fine weather watch employed in ships  
duty, Middle & Latter part much the same, so ends  
this day. Steering Eastward by the wind, fine weather,  
the watch employed in ships duty.

Lat. by Obs.  $24^{\circ} 30' S$ . Long. by Chro.  $324^{\circ} 22' E$ . Or  $35^{\circ} 38' West$ .

" " D.R.  $24^{\circ} 11' S$ . " " D.R.  $324^{\circ} 46' E$ . Or  $35^{\circ} 14' West$ .



Wednesday November 29<sup>th</sup> 1837.

First part of this day light breezes from N by E, steering Eastward by the wind, the watch employed in ships duty, Middle part light air from NE. at 11 PM. tacked ship to the Northward. Latter part moderate breezes & calm from NNE with thick rain weather, so ends this day.  
No Obs.

Lat. by D.R.  $23^{\circ} 29' S$ . Long. by D.R.  $324^{\circ} 52' E$ . Or  $35^{\circ} 08' W$ .

Thursday November 30<sup>th</sup> 1837.

First part of this day thick rain weather variable winds from NNE to NE, steering northward by the wind. One Brig in sight steering Northward at 2 PM. took in fore & main top gallant sails. Middle part much the same at 11 PM. tacked ship to the eastward, wind N by E. Latter part wind NE, steering NE, with all sail set. so ends this day thick rain weather. (at 8 AM passed a Brig steering SSW.) Lat. by Obs.  $22^{\circ} 30' S$ .

Lat. by D.R.  $22^{\circ} 19' S$ . Long. by D.R.  $325^{\circ} 21' E$ . Or  $34^{\circ} 39' West$ .



Schooner Harmony.

Friday December 1<sup>st</sup> 1837.

First part of this day thick rain weather, wind NNE, steering ENE at 3 PM. took in top mast standing sail, wind hauled more eastward at 5 PM. spoke Schooner Harmony of Nantucket 3 months out, clean, reported Parque Franklin of Westport, Davis, master. Middle & latter part much the same, so ends this day, steering E by E.

Lat. by Obs.  $21^{\circ} 34' S$ . Long. by Chro  $327^{\circ} 09' E$ . Or  $32^{\circ} 51' West$ .

D.R.  $21^{\circ} 12' S$ . .. D.R.  $327^{\circ} 25' E$ . Or  $32^{\circ} 35' West$ .

Saturday December 2<sup>d</sup> 1837.

First part of this day fresh breezes from NW & thick weather, steering ENE at 2 PM. set ~~the~~ standing sails, Main & Royl, at 4 PM. wind hauled to the West, middle & latter part much the same wind SW, steering E by N, so ends this day thick foggy weather.

Lat. by D.R.  $20^{\circ} 33' S$ . Long. by D.R.  $330^{\circ} 29' E$ . Or  $29^{\circ} 31' W$ .  
(at daylight covered away the lower standing sail boom)



Sunday December 3<sup>d</sup> 1837.

First part of this day storm gales from S. with thick foggy weather steering E by N. with all sail out at 4 P.M. Corse N by E thick, could not make the Island of Trinidad, middle part Moderate breeze from E & NE took in the steering sails, steering N by the wind. Latter part light air from N, so ends this day steering westward by the wind. Lat. by Obs.  $18^{\circ} 37' S$ . Long. by Chro.  $329^{\circ} 15' E$ . Or  $30^{\circ} 45' West$ .  
" " D.R.  $18^{\circ} 47' S$ . " " D.R.  $330^{\circ} 17' E$ . Or  $29^{\circ} 43' West$ .

Monday December 4<sup>th</sup> 1837.

First part of this day Moderate breezes with light squalls from N heading westward by the wind 2 sails in sight, one steering S Westward, the other Eastward, at 5 P.M. tacked ship to the Eastward wind N & NW middle & latter part variable winds from NW to NE, so ends this day the watch employed in ship's duty.

Lat. by Obs.  $18^{\circ} 04' S$ . Long. by Chro.  $329^{\circ} 41' E$ . Or  $30^{\circ} 19' West$ .  
" " D.R.  $17^{\circ} 50' S$ . " " D.R.  $330^{\circ} 00' E$ . Or  $30^{\circ} 00' West$ .

Tuesday December 5<sup>th</sup> 1837.

First part of this day light variable winds from NW to NE steering by the wind, the watch employed in ship's duty. Middle & latter part the same, so ends this day the wind wright a head, the watch employed in ship's duty.

Lat. by Obs.  $17^{\circ} 38' S$ . Long. by D.R.  $329^{\circ} 41' E$ . Or  $30^{\circ} 19' West$ .  
" " D.R.  $17^{\circ} 22' S$ . " " Chro.  $329^{\circ} 17' E$ . Or  $30^{\circ} 43' West$ .

Wednesday December 6<sup>th</sup> 1837.

First part of this day fresh, variable winds from NW to NE, steering by the wind, the watch employed in ship's duty, middle & latter part much the same at 7 A.M. signalled an English, steering SSW. Shown blue swollen tail signal with a name in it. at 10 A.M. took in top gallant sails blowing strong from NE to end this day.

Lat. by Obs.  $16^{\circ} 32' S$ . Long. by Chro.  $328^{\circ} 29' E$ . Or  $31^{\circ} 31' West$ .  
" " D.R.  $16^{\circ} 19' S$ . " " D.R.  $328^{\circ} 29' E$ . Or  $31^{\circ} 31' West$ .



Thursday December 7<sup>th</sup> 1837.

First part of this day fresh gales from NE steering by the wind Northward, the watch employed in ships duty, Middle & Latter part much the same at 5 AM, saw 2 Brigs one steering SSW, the other steering by the wind eastward, so ends this day, the wind NE, the watch employed in ships duty.

Lat. by Obs.  $15^{\circ} 21' S.$  Long. by Chro.  $327^{\circ} 28' E.$  Or  $32^{\circ} 32' West.$

" " D.R.  $15^{\circ} 15' S.$  " " D.R.  $327^{\circ} 20' E.$  Or  $32^{\circ} 40' West.$

Friday December 8<sup>th</sup> 1837.

First part of this day fresh breezes from NE, steering by the wind, one brig in sight. at 4 PM, saw one other brig steering SSW. Middle & Latter fine weather, wind from ENE, so ends this day the watch employed in ships duty, one Brig in sight steering Northward on the wind.

Lat. by Obs.  $14^{\circ} 15' S.$  Long. by Chro.  $326^{\circ} 57' E.$  Or  $33^{\circ} 03' West.$

Lat. by D.R.  $14^{\circ} 00' S.$  " " D.R.  $327^{\circ} 20' E.$  Or  $32^{\circ} 40' West.$

Saturday December 9<sup>th</sup> 1837.

First part of this day light gales & fine weather from ENE, steering by the wind, Northward, the watch employed in ships duty, one Brig in sight steering Northward by the wind. Middle & Latter part much the same so ends this day, the watch employed in ships duty, fine weather, wind from ENE.

Lat. by Obs.  $12^{\circ} 36' S.$  Long. by Chro.  $326^{\circ} 41' E.$  Or  $33^{\circ} 19' West.$

" " D.R.  $12^{\circ} 26' S.$  " " D.R.  $327^{\circ} 00' E.$  Or  $33^{\circ} 00' West.$

Sunday December 10<sup>th</sup> 1837.

First part of this day light gales from ENE & fine weather, the watch employed in ships duty, steering by the wind, Northward. Middle & Latter part much the same, so ends this day, not any thing in sight.

Lat. by Obs.  $10^{\circ} 57' S.$  Long. by Chro.  $326^{\circ} 25' E.$  Or  $33^{\circ} 35' West.$

Lat. by D.R.  $10^{\circ} 47' S.$  " " D.R.  $326^{\circ} 45' E.$  Or  $33^{\circ} 15' West.$



Monday December 11<sup>th</sup> 1837.

First part of this day pleasant breezes from E by N, & fine weather, steering Northward by the wind, Middle & Latter part much the same, so ends this day the watch employed in ship duty, at noon saw the land East coast of South America, dist. 25 miles. N. by compass. Lat. by Obs.  $9^{\circ} 21' S$ . Long. by Chro.  $325^{\circ} 54' E$ . Or  $34^{\circ} 06' West$ .

Tuesday December 12<sup>th</sup> 1837.

First part of this day light breezes from E by N, steering by the wind, Northward, land in sight, Brancale cost, one sail in sight in shore, at sunset the land Dist. 15 miles, W. Middle & Latter part much the same, so ends this day, Cape St. Augustine bearing N. Dist. 8 miles. tacked ship heading off shore, wind E, the watch employed in ship duty.

Lat. by Obs.  $8^{\circ} 26' S$ . Long. by Chro.  $326^{\circ} 23' E$ . Or  $33^{\circ} 37' N$ . Chro. 1<sup>st</sup> 14 miles, two more East. True Long. is  $34^{\circ} 51' West$ .

Chro. Time.  

H.	M.	S.	Altitude
12	04	58	= 56.44
12	5	25	= 56.51
24	10	23	113 = 35

Chro. Time. 12 " 5 " 11  $\frac{1}{2}$  sum 56 " 47  
 Ship's Time 9 " 49 " 49 Correction 11  
 Long. in Time 2 " 15 " 22 Cor. Alt. 56.58  
 Long. in Degs.  $33^{\circ} 50' \frac{1}{2}$  miles Pol. Dist. 66 " 58 Co. sec. 0.3608  
 to pare E = 1.00 " Sum = 132 " 24  
 $\frac{1}{2}$  sum. 66 " 12 Co. sine 9.60589  
 Os. alt. = 56.58  
 Time. 9.14 Line 9.20535  
 18.85208  
 9.42604 Line 9.56.16  
 Equation Time to be 24.6.27  
 Ship's Time = 9.49.49

Chro. too slow of Greenwich  
 Mean Time this day December  
 12<sup>th</sup> 1837. 0.4 M. 2<sup>d</sup>. at 10 A.M.  
 Losing 38<sup>th</sup> seconds Per day

Chro. Time H. M. S.  
 12.05.11  
 too slow - " 04.02  
 12.09.13  
 Ship's time 9.49.49  
 Correct Long. in Time 2.19.24  
 " " " " Degs.  $34^{\circ} 51' West$ .



Wednesday December 13<sup>th</sup> 1837.

First part of this day light breezes from E, the land in sight Dist. 8 Mi. at 4 P.M. tacked ship to the northward land 20 Mile Dist. One Brig in sight steering northward, & A plenty of cattemerans in sight, a fishing Middle & latter part Much the same, at 6 A.M. the City of Pernambuco in sight, bearing WNW, Dist. 8 Miles, at 7 A.M. tacked ship off shore Wind ENE, so ends this day, ~~the~~ <sup>all hands</sup> ~~watch~~ employed in ships duty. Lat. by Obs. 8° 07' S. Long. by Chro. 325° 28' E. Or 34° 32' W.

Thursday December 14<sup>th</sup> 1837.

First part of this day fine weather light breezes from ENE, the City of Pernambuco bearing WNW, Dist. 20 Miles, at 4 P.M. tacked ship to the northward One Brig in sight to the southward at 5 P.M. saw square rigged vessel steering in for the land, Middle & latter part Much the same, so ends this day the land in sight, ~~the~~ <sup>all hands</sup> ~~watch~~ employed in ships duty.

Lat. by Obs. 7° 13' South, the land West, Dist. 15 Miles.

Friday December 15<sup>th</sup> 1837.

First part of this day fine weather light breezes from E by N, steering by the wind, along the coast, Northward, all hands employed in ships duty, Middle part the same, latter part steering NNE, wind ESE, at 11 A.M. set studding sails, so ends this day, all hands employed in ships duty, Lat. by Obs. 5° 20' S. Long. by Chro. 325° 36' E. Or 34° 24' West.

Saturday December 16<sup>th</sup> 1837.

First part of this day fresh breezes from ESE, steering S by E with all sail set all hands employed in ships duty, Middle & latter part Much the same so ends this day, steering NNE with all sail set, all hands employed in ships duty.

Lat. by Obs. 2° 30' S. Long. by Chro. 325° 26' E, Or 34° 34' West.



Sunday December 17<sup>th</sup> 1837.

First part of this day fresh gales from ESE, steering N by E, all hands employed in ships duty, Middle & Latter part Much the same, at 6 AM set Main Topmast Studding sail, so ends this day fine weather. Wind SE, not any thing in sight.  
Lat. by Obs.  $00^{\circ} 32'$  North, Long. by Chro  $326^{\circ} 10' E$ . Or  $33^{\circ} 50'$  West.

Monday December 18<sup>th</sup> 1837

First part of this day fine breezes from SE, steering N with all sail set fine weather, Middle part much the same Latter part Variable winds from SE, to ENE, at 8 AM took in Studding sails at 11 AM set Studding sails Wind SE, steering N, so ends this day fine weather.  
Lat. by Obs.  $2^{\circ} 48' N$ . ~~Long. by Chro.~~ No Alt.

Tuesday December 19<sup>th</sup> 1837.

First part of this day squally, all hands employed in ships duty, at 4 PM. Rainy, Wind NE took in Main Royal, & top gallant Studding sails, Middle & Latter heavy rain squalls, so ends this day, Variable winds from SE, to NE.  
NO Obs. Thick weather.

Wednesday December 20<sup>th</sup> 1837

First part of this day fresh breezes & variable from SE, to NE, steering NNE thick rainy weather, Middle & Latter Much the same with heavy rain, so ends this day, at noon cleared up.  
Lat. by Obs.  $7^{\circ} 09' N$ . Long. by Chro.  $321^{\circ} 23' E$ . Or  $38^{\circ} 33' W$ .

Thursday December 21<sup>st</sup> 1837.

First part of this day light breezes from SE, steering NNE, at sunset wind hauled ENE with heavy rain squalls, at 7 PM wind SSE, Middle & Latter part Strong gale, (from 10 Evening, to 11 calm at 11 Evening wind hauled suddenly to the NE, blowing strong, took top gallant Studding sails parted Main Top sail brace &c. so ends this day steering N by N with the NE Trades.  
Lat. by Obs.  $8^{\circ} 47' N$ . Long. by Chro.  $319^{\circ} 24' E$ . Or  $40^{\circ} 36' West$ .



Friday December 22<sup>d</sup> 1837

First part of this day strong winds from NE, steering NW by N, at 1 PM took in Main Top Mast Studing Sail, at sunset took in fore Top Mast Studing Sail & Mizen Top Gallant Sail & Spanker turned up the larboard boat &c. Middle & Latter part much the same at 3 AM set fore Top Mast Studing Sail wind ENE, so ends this day steering NW by N strong gales & heavy swell, the watch employed in ship duty.

Lat. by Obs.  $11^{\circ} 08' N$ . Long. by Chro.  $317^{\circ} 17' E$ . Or  $42^{\circ} 43' W$ .  $42^{\circ} 43' W$

Saturday December 23<sup>d</sup> 1837

First part of this day strong gales from ENE, steering NW by N with a heavy swell running, Middle & Latter part fine weather, at 3 AM set Main Top Mast Studing Sail, at 6 AM set fore & Main Top Gallant Studing Sails, Mizen Top Gallant Sail & Main Royal. So ends this day steering NW by N. Wind NE by E, the watch employed in ship duty, taring down one rope at a time.

Lat. by Obs.  $13^{\circ} 17' N$ . Long. by Chro.  $315^{\circ} 02' E$ . Or  $44^{\circ} 58' West$ .

Sunday December 24<sup>th</sup> 1837

First part of this day strong breezes from NE by E, steering NW by N, fine weather the watch employed in ship duty, Middle & Latter part much the same, steering NW at 12 midnight set the lower Studing Sail, so ends this day fine weather, all sail set.

Lat. by Obs.  $15^{\circ} 02' N$ . Long. by Chro.  $312^{\circ} 47' E$ . Or  $47^{\circ} 13' W$ .

*[Faint signature or scribble]*



Monday December 25<sup>th</sup> 1837.

First part of this day strong gales from NE, steering NW, with all sail set saw Gulf weeds. Middle part wind E, latter part wind ENE steering NW, the watch employed in ships duty, at 10 AM, carried away the lower studding sail gear, & took in the sail so ends this day blowing strong from ESE. Lat. by Obs.  $17^{\circ} 02' N$ . Long. by Chro.  $309^{\circ} 43' E$ . Or  $50^{\circ} 17' W$ .

Tuesday December 26<sup>th</sup> 1837.

First part of this day strong gales from ENE steering NW, the watch employed in ships duty, middle part the same, latter part strong breezes from ESE, with all sail set steering NW, the watch employed in ships duty, so ends this day, fine weather. Lat. by Obs.  $18^{\circ} 53' N$ . Long. by Chro.  $306^{\circ} 57' E$ . Or  $53^{\circ} 03' W$ .

Wednesday December 27<sup>th</sup> 1837.

First part of this day fine weather with fresh gales from ESE, steering NW with all sail set the watch employed in ships duty, middle & latter fine weather, with moderate breezes from SE by E, so ends this day all hands employed in bundling bone. Lat. by Obs.  $20^{\circ} 21' N$ . Long. by Chro.  $304^{\circ} 47' E$ . Or  $55^{\circ} 13' W$ .

Thursday December 28<sup>th</sup> 1837.

First part of this day fine weather moderate gales from SE by E, steering NW, with all sail set, all hands employed in ships duty, middle & latter part much the same so ends this day the watch employed in ships duty. Lat. by Obs.  $21^{\circ} 50' N$ .



Friday 29<sup>th</sup> December 1837.  
First part of this day Moderate gales from ESE,  
steering NW with all sail set, the watch  
employed in painting ship, Middle & Latter  
part the same, so ends this day the watch  
employed in painting ship.

Lat. by Obs.  $23^{\circ} 17'$  N. Long. by Chrs.  $300^{\circ} 50' E$ . Or  $59^{\circ} 10' W$ .

Saturday December 30<sup>th</sup> 1837.  
First part of this day fine weather, light breeze  
from ESE, steering NW, with all sail set,  
the watch employed in painting, Middle &  
Latter part, much the same. So ends this day  
the watch employed in painting ship, wind SE  
steering NW, fine weather.

Lat. by Obs.  $24^{\circ} 39'$  N. Long. by Chrs.  $298^{\circ} 47' E$ . Or  $61^{\circ} 13' West$ .

Sunday December 31<sup>st</sup> 1837.  
First part of this day fine weather, Moderate breeze  
from SE, steering NW, with all sail set, the  
watch employed in painting ship, Middle &  
Latter part cloudy, with light rain squalls, 12 O'clock  
Midnight shifted over the standing sail, wind SSE  
steering NW, so ends this day, cloudy weather.

Lat. by Obs.  $26^{\circ} 24'$  North.

January  
Monday December 1<sup>st</sup> 1838.  
First part of this day thick cloudy weather, steering NW,  
the wind SSE, at sunset wind hauled to NW, with  
heavy rain squalls, & thunder, lightning, &c. tacked  
ship to the westward (took in standing sail, main royal,  
fore & mizen top-sail,) Middle, at 8 evening  
wind SSE, steering NW, Latter part wind NW, NW  
so ends this day the watch employed in ship's duty.

Lat. by Obs.  $27^{\circ} 42'$  N. Long. by Chrs.  $295^{\circ} 45' E$ . Or  $64^{\circ} 15' West$ .  
(at 1 PM saw a Brig steering Eastward by the wind, Jan. 1<sup>st</sup>)



Tuesday January 2<sup>d</sup> 1838

First part of this day light airs from N. to NNE,  
steering by the wind, the watch employed in ships duty,  
at 9 evening light airs from N. backed ship to the westward  
Middle & Latter part much the same, light airs &  
calms, so ends this day one schooner in sight steering  
SE. (at 8 AM, ordered the fore topsail repaired & bent it again)  
Lat. by Obs.  $27^{\circ} 51' N$ . Long. by Chro.  $295^{\circ} 18' E$  Or  $64^{\circ} 42' W$ .



Schooner Hilly-Tom.

Wednesday January 3<sup>d</sup> 1838

First part of this day light airs from N. steering by the wind,  
westward, the watch employed in ships duty, at 1 PM,  
Spoke Sch<sup>m</sup> Hilly-Tom of Dennis, 7 days from N. York  
bound to Porto Rico, one other sail in sight Middle &  
Latter part light breezes from NNE & N. so ends this  
day steering westward by the wind, the watch employed  
in ships duty.

Lat. by Obs.  $27^{\circ} 50' N$ . Long. by Chro  $293^{\circ} 51' E$ . Or  $66^{\circ} 09' W$ .

Thursday January 4<sup>th</sup> 1838

First part of this day light breezes from NNE to N,  
steering westward by the wind, the watch employed  
in ships duty, Middle part much the same,  
Latter squally with some rain, at 7 AM, took  
in Main Royal at 11 AM, took in Mizzen Top Gallant  
sail, so ends this day the watch employed in clearing  
Decks, lashing spars & watter, put 2 Pipes of oil in  
the fore hold, &c. Rugged & A heavy head  
beat sea, wind from NNE,

Lat. by Obs.  $28^{\circ} 24' N$ . Long. by Chro  $292^{\circ} 31' E$ . Or  $67^{\circ} 29' W$ .



Friday January 5<sup>th</sup> 1838

First part of this day strong gales from N by E  
the watch employed in ships duty at 1 PM took  
in fore top gallant sail at 2 took in the main one  
& close reefed the Mizzen top sail took in the spanker  
at 3 PM double reefed the fore & main top sails  
at 5 PM took in the jib, & main sail set the  
main Spencer, Middle & latter part much the same  
at 7 AM set the main sail so ends this day squally,  
& strong gales from NE, with a heavy, head sea.

Lat. by Obs.  $29^{\circ} 18' N$ . Long. by Chro.  $290^{\circ} 38' E$ . Or  $69^{\circ} 22' W$ .

Saturday January 6<sup>th</sup> 1838

First part of this day strong gales & squally from  
NE, steering North Westward by the wind, at 3 PM,  
set the jib, Middle part more moderate; at 12 Midnight  
shook one reef out the top sails at 4 AM wind E, set  
Whole top sails & top gallant sails fore top mast  
studding sail, so ends this day steering N by W.

Lat. by Obs.  $31^{\circ} 14' N$ . Long. by Chro.  $289^{\circ} 30' E$ . Or  $70^{\circ} 30' West$ .

Sunday January 7<sup>th</sup> 1838

First part of this day Moderate breezes from NE,  
steering North Westward by the wind, with all sail  
set, the watch employed in ships duty, Middle  
& latter part light breezes from ENE steering N,  
so ends this day fine smooth weather.

Lat. by Obs.  $33^{\circ} 09' N$ . Long. by Chro.  $288^{\circ} 58' E$ . Or  $71^{\circ} 02' West$ .



Monday January 8<sup>th</sup> 1838

First part of this day light variable winds from ENE to NNE steering by the wind North Westward, Middle & latter part fine weather with light breezes from E steering N at 4 AM set the standing sails, fore & aft, at day light 3 sail in sight, so ends this day, wind SE, the watch employed in ships duty one ship in sight Lat. by Obs.  $34^{\circ}30'$  N. Long. by Chro.  $288^{\circ}11'E$ . Or  $71^{\circ}49'$  West.

Tuesday January 9<sup>th</sup> 1838

First part of this day fine weather & smooth, with moderate breezes from SE steering N, the watch employed in ships duty, at 1 PM, signalized American ship steering NE set his ensign Union down, at 5 PM, wind SE set the lower standing sail Middle & latter part strong breezes, at 12 Midnight judged our selves to be in the Gulf Stream, at day light went out of it, squally, carried away the lower standing sail boom, so ends this day steering N by W wind SW with rain squalls, the watch employed in ships duty, repairing the main sail & c. (at 7 AM, changed the color of the water from blue to green) Lat. by Obs.  $37^{\circ}30'$  N. Long. by Chro.  $288^{\circ}16'E$ . Or  $71^{\circ}44'$  W.

Wednesday January 10<sup>th</sup> 1838

first part of this day fine moderate weather wind from SW steering N by W at 1 PM bent the main sail, one ship in sight steering Eastward, at 5 PM, wind hauled round the N by W took in standing sails main royal & c. at 6 PM, took in top gallant sails, at 7 PM, wind NE by N tacked ship to the North Westward, double reefed the topsails, took in the main sail, at 9 PM took in spanker, jib, blowing strong with a heavy head sea running, at daylight more moderate, set the main sail & jib (at 5 AM furl'd a sail steering Southward) so ends this day thick fog, steering N. No Obs.



Thursday January 11<sup>th</sup> 1838

First part of this day thick foggy weather Steering N, the wind E, at 4 P.M. set whole fore & main Top sails, at 7 P.M. Sounded in 40 fathoms Gray sand & black specks, Middle part calm, at 3 A.M. light breezes from NW, set the main Top Gallant sail at 5 A.M. strong wind from N.N.W. Steering Northeastward by the wind, so ends this day fine weather, but a fresh breeze ahead, Lat. by Obs.  $39^{\circ} 50' N$ . Long. by Chro.  $287^{\circ} 59' E$ . Or  $72^{\circ} 01' West$ .

Friday January 12<sup>th</sup> 1838

First part of this day fresh gales from NW and fine weather, heading NE, at 4 P.M. bent the Starboard Chane, Middle part blowing fresh, at 9, Evening tacked ship to the Westward, wind N by W, at 12 Midnight tacked ship to NE. Latter part much the same, at 8 A.M. tacked ship to the Westward again wind N by W, (at 12 Midnight passed a Brig & a Schooner Steering SW.) So ends this more moderate (at 12 Midnight took in the top Gallant sails.) at noon tacked ship to the Eastward. Lat. by Obs.  $40^{\circ} 37' N$ . Long. by Chro.  $288^{\circ} 27' E$ . Or  $71^{\circ} 33' West$ .

Saturday January 13<sup>th</sup> 1838

First part of this day Moderate breezes from NW, Steering NNE, at 1 P.M. saw Long Island bearing by Compass NNE, Dist 20 Miles, at sunset saw Block Island bearing by Compass NE by ENE, Dist 15 Miles, Montog light bearing N by W, the same time, Steering ENE, at 8 Evening passed Block Island & Steered NE by E, for Catthunk, at 11 Evening left to the wind with the head yards aback Catthunk bearing ENE, Dist 6 Miles at daylight braced fore & Steered in fore towards Bay, at 1/2 past 7 A.M. took a pilot, at 10 A.M. let go the Harbor anchor abreast of Clarks pint light. So ends this voyage. 99 Days from New Zealand. With a full Ship of Whale Oil, after a voyage of 18 Months & 12 Day. 2552 lbs. & 2700 lbs. Bone, by the gage & weight at Home.







Remarks on board ship, G. & Hart Monday June 18<sup>th</sup> 1838.

At 7 A.M. made anchor & made sail for the Indian Ocean.  
On a whale voyage, at 8 A.M. Dashed the pilot, called  
having SE Dist. 5 Miles, from which we take our departure for  
to end this day thick fog, all hands employed in clearing up  
Dashed. Lat. by D.R. 41.05 N. Long. by D.R. 71.09 W.  
(Wind NE blowing strong)

Tuesday June 19<sup>th</sup> 1838.

First part of this day thick weather, blowing strong from  
NE, at sunset running under close reefed main top-sail  
& fore-sails; course SE by E Middle part much the  
same, latter part more moderate, at 10 P.M. set the fore  
sail & fore top-sail, to end this day, a large sea running  
Lat. by Obs. 38.20 N. Long. by Chro. 69.58 W.

Wednesday June 20<sup>th</sup> 1838.

First part of this day fresh breeze from ENE, steering South  
west by the main, employed in fitting boats Middle & latter  
part fine weather at day light made all sail, at noon  
tacked ship to the Northward wind E by S. to end this day  
all hands employed in ship duty.  
Lat. by Obs. 38.08 N. Long. by Chro. 69.50 W.

Thursday June 21<sup>st</sup> 1838.

First part of this day moderate breeze from E, steering by  
the wind, all hands employed in ship duty, Middle & latter  
light air from Eastward to end this day all hands employed in  
ship duty. Lat. by Obs. 38.04 N. Long. by Chro. 68.54 W.

Friday June 22<sup>nd</sup> 1838

First part of this day light breezes from Westward, steering  
East, Middle & latter part calm to end this day all hands imp.  
Lat. by Obs. 38.23 N. Long. by Chro. 68.06 W.

Saturday June 23<sup>rd</sup> 1838.

First part of this day light breeze from WSW, steering E with  
all sail set, Middle & latter part the same, saw  
porpoises & grampuses, to end this day one sail in  
light steering South, west  
Lat. by Obs. 38.37 N. Long. by Chro. 66.50 W.



Remark Onboard Barque George & Martha, to the In-  
Sunday June 24<sup>th</sup> 1838?

First part of this day light breezes from W by N  
steering East with all sail set, all hands employed  
ships duty, at sunset one sail in sight steering Eastward  
Middle part calm, latter part fine weather with moderate  
wind from SSW one sail in sight steering ESE, so ends  
Lat. by Obs.  $38^{\circ} 56' N.$  Long. by Chro.  $65^{\circ} 11' West.$

Monday June 25<sup>th</sup> 1838?

First part of this day fresh breezes from SSW, steering  
E by S. at sunset took in fly jib, fore Top Gallant Sail,  
& Gaff Top Sail, Middle part squally, with lightning  
at 10 evening double reefed the topsails, latter part breeze  
at daylight set whole topsails & top gallantsails, one sail  
in sight steering Eastward so ends this day fully  
Lat. by Obs.  $39^{\circ} 00' North.$  Long by Chro.  $66^{\circ} 46' W.$

Tuesday June 26<sup>th</sup> 1838?

First part of this day strong wind from SW, steering E by S.  
at 4 PM saw a Topsail schooner steering SE, the  
watch employed in ships duty, at dark took in fore & main  
top gallant sails, Middle & latter part squally, so  
ends this day. Lat. by Obs.  $39^{\circ} 00' N.$  Long. by Chro.  $56^{\circ} 51' W.$

Wednesday June 27<sup>th</sup> 1838?

First part of this day thick rainy weather, with strong  
gales from SW, steering E by S. at 6 PM, passed a piece  
of a lower mast with a Top & rigging on it, Middle  
& latter part much the same, so ends this day thick  
weather, steering E by S, the watch employed in ships duty.  
Lat. by Obs.  $39^{\circ} 18' N.$  Long by Chro.  $53^{\circ} 15' West$

Thursday June 28<sup>th</sup> 1838?

First part of this day fresh breezes from SW, steering E by S.  
at 2 PM, saw a yell boat took along side, saved a  
chance from it & let the boat go, badly stove, Middle part  
much the same, latter part light winds from NW, so  
ends this day thick weather. No Obs.  
Lat. by D.R.  $39^{\circ} 20' North$  Long. by Y R  $51^{\circ} 45' W.$



Remarks Onboard Barque George & Mathias From  
New Bedford Bound to the Indian Ocean on a Whaling Voyage.

Friday June 29<sup>th</sup> 1838

These 24 hours commences with light airs from N.W. &  
thick weather. Steering E by S. S. at 5 P.M. wind shifted  
from N.W. to N.E. at 7 P.M. wind E. Steering by the  
wind Southward. Middle & Latter part much the same  
So ends this day thick cloudy weather. Wind from S. Steering E by S. S.  
Lat. by Obs.  $39^{\circ} 21' N$ . Long by Chro.  $50^{\circ} 10' W$ . by Luner.  $51^{\circ} 07' W$

Saturday June 30<sup>th</sup> 1838

First part of this day light winds from S by W. Steering E by S. S.  
the watch employed in ships duty. Middle & Latter part  
much the same. So ends this day cloudy. Steering E by S. S.  
Lat. by Obs.  $39^{\circ} 19' N$ . Long by Chro.  $45^{\circ} 14' West$ .

Sunday July 1<sup>st</sup> 1838

First part of this day fine weather & fine breezes from S.W.  
Steering E by S. S. the watch employed in ships duty. Middle  
& Latter part much the same. So ends this day Steering E by S. S.  
Lat. by Obs.  $39^{\circ} 32' N$ . Long. by Chro.  $41^{\circ} 59' West$ .

Monday July 2<sup>d</sup> 1838

First part of this day fine breezes from S.W. Steering  
E by S. S. all sail set. Middle part light winds from  
S.E. Steering by the wind Eastward at daylight one ship  
in sight Steering North Eastward Latter part fine weather  
the watch employed in ships duty. So ends, on brig in sight  
Steering North Eastward  
Lat. by Obs.  $39^{\circ} 45' North$ . Long by Chro.  $40^{\circ} 04' West$ .

Tuesday July 3<sup>d</sup> 1838

First part of this day fine weather with light winds from  
S.E. by S. Steering Eastward by the wind. One Brig in sight  
Steering North Eastward. Middle & Latter part light wind from  
S.E. at 11 A.M. saw Black fish lowered the boats Starboard  
boat struck & saved it. So ends this day 2 Brigs in sight  
Steering Eastward by the wind  
Lat. by Obs.  $40^{\circ} 28' North$ . Long by Chro.  $38^{\circ} 37' W$



Wednesday July 4<sup>th</sup> 1837.

First part of this day light airs from SE, steering by the wind Eastward, the watch employed in clearing away Black Fish, at sunset 2 Brigs & One Ship in sight steering Eastward. Middle part light airs from SSE, latter part much the same, the watch employed in stowing spars, so ends this day 3 sails in sight steering Eastward.

Lat. by Obs.  $41^{\circ} 03'$  North. Long. by Chro.  $36^{\circ} 57'$  W.

Thursday July 5<sup>th</sup> 1837.

First part of this day Moderate wind from S by E, steering by the wind Eastward, one ship & A Brig in sight, Middle & latter part light wind from N by W, steering NE by S. at 8 AM, set Topmast & Topgallant steering sail, so ends this day thick weather, with rain squalls.

Lat. by Obs.  $40^{\circ} 52'$  North. Long. by Chro.  $35^{\circ} 03'$  W.

Friday July 6<sup>th</sup> 1837.

First part of this day light airs from SW by W, steering SE by S, thick & rainy, at sunset one ship in sight steering Westward, wind SW, Middle & latter part calm at 9 AM, lowered the boats for killers, could not strike, so ends this day, (at noon saw a Sperm Whale going to the windward, wind SW, lowered 2 boats, so ends).

Lat. by Obs.  $40^{\circ} 20'$  N. Long. by Chro.  $34^{\circ} 02'$  West.

Saturday July 7<sup>th</sup> 1837.

First part of this day light airs from SW, with fine weather, 2 boats off after Sperm Whale, at 2 PM, came on board could not strike, Middle part much the same steering SE wind SW by S, latter part strong wind at 10 AM, took in Topgallant steering sail, so ends this day steering SE, strong wind from SW & Hazy.

Lat. by Obs.  $39^{\circ} 24'$  N. Long. by Chro. at noon  $31^{\circ} 18'$  W.

Sunday July 8<sup>th</sup> 1837.

First part of this day strong winds from SW, steering SE, at 1 PM, saw the Island of Flores, bearing by Compass ESE, Dist. 15 miles, at 4 PM, left to with the head yards aback, heading off shore, sent a boat on shore & brought a Portuguese Passenger, at Port Sagens, at 5 PM, boat came on board again, braced full again & shaped the course



For the Island of Fayal, at 7 PM, took in the Main  
Sail, & Main top gallant sail, at 9 evening double reefed  
the top sails & took in the jib, Middle & Latter part blowing  
heavy with rain, so ends this day thick cloudy weather.

Lat. by Obs.  $39^{\circ} 02'$  North. Long. by Chro.  $29^{\circ} 35'$  West.

Monday July 9<sup>th</sup> 1838.

First part of this day blowing strong from SW, & cloudy  
at 1 PM, commenced boiling blackfish, at 2 PM, set the  
jib & Spanker, whole Main Top sail, at sunset finished  
boiling, at 9, Evening, passed a Ship steering NW, by the wind  
at 11 tacked ship to the N, at 12 AM, tacked again in shore  
at 3 AM land in sight bearing SE by compass dist 7 miles.  
So ends this day all hands employed in beating in to the  
harbour of Fayal.

Tuesday July 10<sup>th</sup> 1838.

First part of this day strong wind from SW, all hands  
employed in beating in to the harbour of Fayal, at 3 PM,  
got in & sent a boat on shore, at 5 PM, came on board again.  
Middle part lying off & on, latter part the same, at 8  
AM, the boat went on shore so ends this day, one boat  
one on shore, ship lying off & on. thick weather,

Wednesday July 11<sup>th</sup> 1838.

First part of this day thick weather lying off & on the  
harbour one boat came on shore, at 4 PM, the launch  
came along side with the recruits, Middle & latter part  
lying off & on the harbour, thick rainy weather so ends  
this day lying off & on all hands on board.

Thursday July 12<sup>th</sup> 1838.

First part of this day thick weather lying off & on the  
Harbour of Fayal, at 2 PM, the boat went on shore  
at 4 PM, sent 182 gals. of oil on shore, at sunset  
all hands on board, put to sea. at 9 evening Fayal bore  
S by E, dist 10 miles, Middle & latter part fine weather  
at 7 PM set top mast & topgallant studding sails, so  
ends this day steering SE.

Lat. by Obs.  $37^{\circ} 24'$  N. Long by Chro.  $27^{\circ} 21'$  West.



Friday July 13<sup>th</sup> 1837.

First part of this day thick cloudy weather the watch employed in Ships duty, Middle & Potter part much the same the watch employed in Ships duty so ends this day steering S. wind from NW.

Lat. by Obs.  $36^{\circ} 28'$  North. Long. by Chro.  $26^{\circ} 04'$  West.

Saturday July 14<sup>th</sup> 1838.

First part of this day light breezes from NW, steering S. the watch employed in Ships duty Middle & Potter part the same so ends this day wind West, Course S by W.

Lat. by Obs.  $35^{\circ} 00'$  North. Long. by Chro.  $25^{\circ} 17'$  W.

Sunday July 15<sup>th</sup> 1838.

First part of this day light airs from W, steering S by W. fine weather but not any thing in sight, Middle & Potter part calm so ends this day. No Obs.

Monday July 16<sup>th</sup> 1838.

First part of this day ~~Light~~ Calm, not any thing in sight, Middle & Potter part the same, so ends this day.

Lat. by Obs.  $34^{\circ} 02'$  North. Long. by Chro.  $24^{\circ} 27'$  West.

Tuesday July 17<sup>th</sup> 1838.

First part of this day light airs from NE, steering SSW. Not any fish in sight, Middle & Potter part much the same so ends this day cloudy, steering SSW.

Lat. by Obs.  $33^{\circ} 24'$  North. Long. by Chro.  $24^{\circ} 15'$  W.

Wednesday July 18<sup>th</sup> 1838.

First part of this day light airs from ENE, steering SSW. at 5 PM, lowered the boats for blackfish waist boat struck & saved one, at sunset hoisted it on board, Middle & Potter part much the same, at 8 AM, bent the lower & fore topmast gallant standing sails & set them, so ends this day wind from NE by N, steering SSW, fine weather.

Lat. by Obs.  $31^{\circ} 41'$  North. Long. by Chro.  $24^{\circ} 27'$  W.



Thursday July 19<sup>th</sup> 1838.  
First part of this day fine weather & pleasant breezes from  
NE, by N, steering SSW. Middle & latter part much  
the same so ends this day, fine weather, but not any thing in sight.  
Lat. by Obs.  $30^{\circ} 02'$  N. Long. by Chro.  $24^{\circ} 33'$  West.

Friday July 20<sup>th</sup> 1838.  
First part of this day light winds from NNE, & fine  
weather, Middle & latter part much the same, at 8 AM, commenced  
boiling black fish. So ends this day cloudy, steering S by W.  
Lat. by Obs.  $28^{\circ} 30'$  North. Long. by Chro.  $24^{\circ} 38'$  W.

Saturday July 21<sup>st</sup> 1838.  
First part of these 24 hours, pleasant gales from NNE,  
steering S by W, cloudy weather, Middle & latter part  
much the same. It so ends this day light wind from E by N,  
steering S by W. Lat. by Obs.  $26^{\circ} 36'$  N. Long. by Chro.  $24^{\circ} 26'$  W.

Sunday July 22<sup>d</sup> 1838.  
First part of this day light winds from E by N, steering  
S by W, Middle & latter part variable winds from NNE to E.  
So ends this day cloudy, & light breezes, steering S by W.  
Lat. by Obs.  $25^{\circ} 00'$  North. Long. by Chro.  $24^{\circ} 08'$  W.

Monday July 23<sup>d</sup> 1838.  
First part of this day light breezes & variable from NNE  
to E, and cloudy, steering S by W, with all sail set  
Middle & latter part the same so ends this day steering S by W.  
Lat. by Obs.  $22^{\circ} 48'$  North. Long. by Chro.  $24^{\circ} 03'$  West.

Tuesday July 24<sup>th</sup> 1838.  
First part of this day fresh gales from NE, steering  
S by W, with all sail set, Middle & latter part blowing  
strong, carried away the fore top mast studding sail boom,  
a large sea running, Course S. So ends this day, green water.  
Lat. by Obs.  $19^{\circ} 59'$  North. Long. by Chro.  $23^{\circ} 36'$  West.



Wednesday July 25<sup>th</sup> 1838.

First part of this day blowing strong from NE, with a heavy sea running, steering S. Water very green, at 5 P.M. took in fly jib, Split, at evening took in fore top gallant sail, & top gallant studding sails, middle & latter part more moderate at 8 A.M. set the studding sails so ended this day steering S, with all sail set, cloudy.

Lat. by Obs.  $17^{\circ} 15'$  North, Long. by Chron.  $23^{\circ} 08' W.$

Thursday July 26<sup>th</sup> 1838.

First part of this day moderate breeze from NE, & cloudy, steering SE, at 5 P.M. saw the Island of Sal bearing SE by E, by compass, dist 15 miles, at 7 P.M. squared the yards & steered SW by W, Island sal bearing E by S dist 5 miles, middle & latter part much the same, so ended this day steering SW by W, with all sail set.

Lat. by Obs.  $15^{\circ} 43'$  North.

23 11

Friday July 27<sup>th</sup> 1838.

First part of this day moderate breeze from NE steering SW by W, at 5 P.M. saw the Island of Fogo bearing SW, by compass, Dist 15 miles, middle part strong breeze & thick cloudy weather, at 11 midnight took in studding sails & kept to the wind heading NW at 3 A.M. wore ship & steered SW by W, at daylight the Island of Bravo in sight bearing by compass SW, Dist 12 miles. Latter part strong wind from NE, at 10 A.M. one boat went on shore, so ended this day.

Saturday July 28<sup>th</sup> 1838.

First part of this day fresh gales from NE, lying off & one the Island of Bravo, NW side, one boat on shore, at sunset all hands on board, double reefed the top sails, middle & latter part lying off & one the Island of Bravo, at daylight set whole top sails, at noon one boat went on shore, so ended this day lying off & on, ships Columbus of Fairhaven & Gaspare of Nantucket, in company.



Sunday July 29<sup>th</sup> 1838.

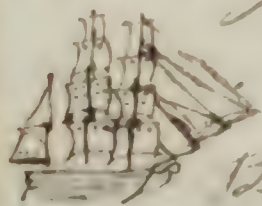
First part of this day fresh gales from NE lying off & on the Island of Brava. Ships Cadmus of Fairhaven & The Saffron of Nantucket, in company at 3 PM, one other ship came in, at 4 PM boat came on board with hogs, fowls &c. squared the yards & stered SSW, one other ship in sight steering Southward, at sunset South end of Brava bore E by S by Compass Dist 3 miles, Middle & latter part light breezes from NE. So ends this day 2 sail in sight, cloudy weather, course S by W. with all sail set.  
Lat. by Obs.  $13^{\circ} 40'$  North. No Long.

Monday July 30<sup>th</sup> 1838.

First part of this day Moderate breezes from NNE, steering S by W. One sail in sight, Middle & latter part much the same, so ends this day steering S by W, all hands employed in setting up rigging, two sail in sight, cloudy weather.  
Lat. by Obs.  $12^{\circ} 26'$  North. Long. by Chro  $25^{\circ} 05'$  West.

Tuesday July 31<sup>st</sup> 1838.

First part of this day thick rainy & variable winds from NNE to N, all hands employed in ships duty, steering S by W. Middle part calm, latter part light breezes from N by W, all hands employed in taking in the anchors & stowing them, so ends this day 2 sails in sight, thick cloudy weather.  
No Obs. 25<sup>th</sup> 00<sup>th</sup> W



Bark Patriot.

Wednesday August 1<sup>st</sup> 1838.

First part of this day cloudy hazy weather, all hands employed in ships duty, at 5 PM spoke Barque Patriot from Colombo bound to London, Middle & latter part light air & variable with a plenty of rain, so ends this day thick weather.  
No Obs.

Thursday August 2<sup>d</sup> 1838.

First part of this day cloudy, with light airs from all points of the compass, Middle & latter part clear with light airs from S, steering Eastward, at 10 AM, sent F. J. Gallard sail, so ends this day the watch employed in ships duty.

Lat. by Obs.  $10^{\circ} 19'$  North. Long. by Chro  $24^{\circ} 32'$  W.



Friday August 3<sup>d</sup> 1838?

First part of this day light air from S, & fine weather, steering Eastward by the wind, Middle part calm, at 4 AM wind from NNW, with heavy rain. Latter part light air & fine weather, so ends this day steering SSE wind from SW. cloudy  
No Obs.

Saturday August 4<sup>th</sup> 1838?

Commences with light variable wind, one sail in sight, Middle part light air from SW, steering S by E, Latter part squally with a plenty of rain 2 sails in sight ahead so ends this day heading Eastward by the wind.  
No Obs.

Sunday August 5<sup>th</sup> 1838?

First part of this day thick rainy weather, wind from S, steering by the wind SEastward, Middle & Latter part much the same, so ends this day cloudy & squally weather. one ship in sight  
Lat. by Obs.  $8^{\circ} 32'$  North. Long. by Chron.  $20^{\circ}$

Monday August 6<sup>th</sup> 1838?

First part of this day squally, with rain, wind from W. S. steering S, one Barge in sight steering Southward, Middle & Latter part much the same, with heavy rain, so ends this day thick rainy weather. No Obs.

Tuesday August 7<sup>th</sup> 1838?

First part of this day thick rainy weather, with variable winds from SSW to NW, steering S by W, & by the wind SEastward, at 7 PM, took in fly jib & fore top gallant sail, Middle & Latter part clear, wind from SSW, steering SE, by the wind, so ends this day one sail in sight.  
Lat. by Obs.  $6^{\circ} 23'$  North. Long. by Chron.  $19^{\circ} 02'$  West.

Wednesday August 8<sup>th</sup> 1838?

First part of this day wind from SSW, & cloudy, steering SE, by the wind, Middle & Latter part much the same, so ends this day one sail in sight, light wind from SSW steering SE, by the wind.  
Lat. by Obs.  $6^{\circ} 06'$  North. Long. by Chron.  $17^{\circ} 28'$  West.



Thursday August 9<sup>th</sup> 1838.

First part of this day Moderate Wind from SSW & cloudy, steering SE, One Sail in sight to the windward, Middle & Latter part much the same, so ends this day.

Lat. by Obs.  $5^{\circ} 39'$  North. Long. by Chr.  $15^{\circ} 46'$  West.

Friday August 10<sup>th</sup> 1838.

First part of this day fine weather, Moderate gales from SSW steering by the wind Eastward, at 8 P.M. tacked ship to the westward, Middle & Latter part much the same, at daylight passed a Brig steering Eastward by the wind, so ends this day steering W. by the wind.

Lat. by Obs.  $5^{\circ} 19'$  N. Long. by Chr.  $16^{\circ} 36'$  West.

Saturday August 11<sup>th</sup> 1838.

First part of this day cloudy, Wind from S, steering by the wind Westward, One Sail in sight, Middle & Latter part much the same, at 8 A.M. tacked ship to the Eastward, wind S by W, so ends this day 4 Sails in sight.

Lat. by Obs.  $4^{\circ} 44'$  North. Long. by Chr.  $17^{\circ} 18'$  West.

Sunday August 12<sup>th</sup> 1838.

First part of this day Strong wind from S by W steering Eastward by the wind, at sunset one Ship in sight steering by the wind Eastward, at 8 P.M. took in fly jib & fore top gallant sail, Middle & Latter part much the same at 10 A.M. tacked ship to the westward blowing strong from S, with a large sea running, at 11, blowed the jib out of the rope, & took it in, so ends this day, nothing in sight.

Lat. by Obs.  $4^{\circ} 31'$  North. Long. by Chr.  $16^{\circ} 12'$  West.

Monday August 13<sup>th</sup> 1838.


First part of this day blowing strong from S, steering westward by the wind, at 2 P.M. saw Black fish, Middle & Latter part more Moderate, at daylight set fly jib & fore top gallant sail, 5 Sails in sight, at 10 A.M. finished repairing the jib & set it, so ends this day steering S, Westward Wind S.

Lat. by Obs.  $3^{\circ} 46'$  North. Long. by Chr.  $17^{\circ} 27'$  West.



Tuesday August 14<sup>th</sup> 1838.

First part of this day fresh gales from S. Steering S. Westward  
5 Sails in sight, Middle & Latter part much the same. So ends  
this day wind S. S. E, Steering S. W, by the wind, 3 Sails in sight.  
Lat. by Obs.  $2^{\circ} 32'$  North. Long. by Chro.  $19^{\circ} 01'$  West.

 Barque James Stuart.

Wednesday August 15<sup>th</sup> 1838.

First part of this day Moderate gales from S. S. E, Steering  
S. W, by the wind, cloudy, 3 Sails in sight, at sunset set  
at Main royal, at 9 P. M. spoke, Barque James Stuart from  
Glasgow bound to Calcutta, Middle & Latter part much  
the same. So ends this day, wind S. S. E, heading S. W, 2 Sails in sight.  
Lat. by Obs.  $1^{\circ} 02'$  North. Long. by Chro.  $20^{\circ} 20'$  West.

Thursday August 16<sup>th</sup> 1838.

First part of this day light breeze from S. S. E, Steering by  
the wind S. W, 2 Sails in sight, Middle & Latter part much  
the same. So ends this day light air from S. E, one Sails in sight.  
Lat. by Obs.  $00^{\circ} 29'$  North. Long. by Chro.  $20^{\circ} 34'$  West.

Friday August 17<sup>th</sup> 1838.

First part of this day light air from S. E, one Sails in sight,  
at sunset light air from E by S, course S, Middle & Latter  
part much the same. So ends this day light air from S. S. E,  
3 Sails in sight. Lat. by Obs.  $00^{\circ} 02'$  South. Long. by Chro.  $20^{\circ} 46'$  W.

Saturday August 18<sup>th</sup> 1838.

First part of this day light air from S. S. E, Steering by the wind  
S. Westward, One Brig & A Barque in sight Steering South-  
ward, Middle & Latter part much the same. So ends this  
day 2 Sails in sight, wind from S. E, by S.

Lat. by Obs.  $01^{\circ} 20'$  South. Long. by Chro.  $20^{\circ} 55'$  West.

Sunday August 19<sup>th</sup> 1838.

First part of this day light air from S. E by S, Steering  
S. Westward, One Sails in sight, Middle & Latter part much  
the same. at daylight one Sails in sight. So ends this day fine Vether.  
Lat. by Obs.  $02^{\circ} 48'$  South. Long. by Chro.  $21^{\circ} 53'$  West.

Monday August 20<sup>th</sup> 1838.

First part of this day fine weather with light gales from S. E, by S.  
Steering S. Westward, Middle part thick cloudy weather, some rain,  
Latter part fine weather, all hands employed in setting up  
rigging, So ends this day Moderate gales from S. E & S.

One Sails in sight Ahead.

Lat. by Obs.  $4^{\circ} 16'$  South. Long. by Chro.  $23^{\circ} 00'$  West.



Tuesday August 21<sup>st</sup> 1838.

First part of this day Moderate gales from SE, by S, Steering S, Westward, all hands employed in ships duty, at sunset 2 sails in sight. Middle & Latter part Much the same, so ends this day, all hands employed in taring down, On ship in sight.

Lat. by Obs. 6° 11' South. Long. by Chro. 23° 36' West.

Wednesday August 22<sup>nd</sup> 1838.

First part of this day fresh gales from SE, Steering by the wind S Westward, On ship in sight Steering Southward, Middle & Latter part the same, so ends this day, one ship in sight.

Lat. by Obs. 7° 55' South. Long. by Chro. 24° 28' West.

Thursday August 23<sup>rd</sup> 1838.

First part of this day Strong breeze from SE by S, Steering S, Westward by the wind, On ship in sight. at dark took in the fly jib & fore top gallant sail, Middle & Latter part the same, so ends this day, one sail in sight.

Lat. by Obs. 9° 40' South. Long. by Chro. 25° 33' West.

Friday August 24<sup>th</sup> 1838.

First part of this day fresh gales from SE, One sail in sight at sunset pumped ship, looking 55 strokes per hour Middle & Latter part squally, so ends this day, one brig in sight Steering Northward, saw a number of pinbacks.

Lat. by Obs. 11° 20' South. Long. by Chro. 26° 15' West.

Saturday August 25<sup>th</sup> 1838.

First part of this day fresh gales from SE, & squally, Steering S, Westward by the wind, Middle & Latter part Much the same so ends this day. Lat. by Obs. 13° 17' South. Long. by Chro. 26° 47' West.

Sunday August 26<sup>th</sup> 1838.

First part of this day Moderate breeze from SE by E, Steering S by W, Middle & Latter part Much the same, at 9 A.M. set fore top Mast Studding sail, so ends this day squally.

Lat. by Obs. 15° 26' South. Long. by Chro. 27° 05' W. by Lunar. 27° 30' W.

Monday August 27<sup>th</sup> 1838.

First part of this day Moderate gales from SE Steering S, Westward by the wind, Middle part Much the same, Latter part Strong breeze from SSE, so ends this day one pinback in sight.

Lat. by Obs. 17° 22' South. Long. by Chro. 28° 00' West.



Tuesday August 28<sup>th</sup> 1838  
First part of this day fine weather; Moderate breeze from SSE, steering South Westward by the wind Middle part Much the same, Latter part Moderate breeze from E by S steering S, one ship in sight to the windward, So ends this day cloudy weather

Lat. by Obs.  $19^{\circ} 07'$  South. Long. by Chro.  $28^{\circ} 45'$  West.

Wednesday August 29<sup>th</sup> 1838

First part of this day light winds from E by S steering S. One sail in sight to the windward, Middle & Latter part Much the same, at daylight Martin Vas Rocks in sight, Dist. 15 miles, bearing by Compass S by W. Trinidad bearing by Compass SW by W. Dist. 30 miles same time, So ends this day light air from E, all hands employed in fitting & bending sails

Martin Vas Rock bearing S, Dist 3 miles, one sail in sight.

Long. by Chro.  $28^{\circ} 44'$  West.)

Thursday August 30<sup>th</sup> 1838.

First part of this day light air & fine weather, Martin Vas Rocks bearing S. Dist 3 miles. all hands employed in fitting & bending sails, one sail in sight, at 2 P.M. one boat went inshore fishing, at 4 P.M. came on board again at sunset Martin Vas Rocks bearing NE by E, Dist 5 miles, Middle & Latter part Moderate breezes from NE, steering SE, with all sail set, So ends this day one ship & a Barque in sight.

Lat. by Obs.  $22^{\circ} 01'$  South. Long. by Chro.  $27^{\circ} 49'$  West.

Friday August 31<sup>st</sup> 1838.

First part of this day light air from E NE, steering SE by E, fine weather, Middle & Latter part light air & calm, So ends this day all hands employed in breaking out & stowing off between decks, 2 sails in sight. Lat. by Obs.  $22^{\circ} 46'$  South.

Saturday September 1<sup>st</sup> 1838.

First part of this day cloudy with light air & calm, from all parts of the compass. one ship & a Barque in sight, Middle part Calm, Latter part light air from NE by E, steering SE, all hands employed in stowing off between decks So end, 2 sails in sight.

Lat. by Obs.  $23^{\circ} 13'$  South. Long. by Chro.  $26^{\circ} 02'$  West.



Sunday September 2<sup>d</sup> 1838.

Commences with fine weather, light breezes from N.W., Steering S.E., all hands employed in stowing off between decks, 2 sails in sight, at sunset set the lower & fore top gallant studding sails, at 9 O'clock in the evening the wind shifted suddenly from N.W. to South, with rain, Middle & Latter part much the same, so ends this day cloudy, steering Eastward the wind S, 3 sails in sight. Lat. by Obs.  $23^{\circ}45'$  South. Long. by Chro.  $24^{\circ}29'$  W.

Monday Sept<sup>r</sup> 3<sup>d</sup> 1838.

First part of this day fresh gales from S, & cloudy, steering Eastward by the wind, 3 sail in sight, Middle & Latter part much the same, so ends this day, wind S, 3 sails in sight. Lat. by Obs.  $23^{\circ}38'$  South. Long. by Chro.  $24^{\circ}43'$  West.

Tuesday Sept<sup>r</sup> 4<sup>th</sup> 1838.

First part of this day strong winds from South, steering Eastward by the wind, 3 sail in sight, Middle part squally, took in gaff Top sail Fore top gallantail & Fly jib, Latter part much the same so ends this day, 4 sail in sight, all steering Eastward, Wind S.S.E. Lat. by Obs.  $23^{\circ}36'$  South. Long. by Chro.  $19^{\circ}24'$  West.

Wednesday Sept<sup>r</sup> 5<sup>th</sup> 1838.

First part of this day strong gales from S.S.E. steering Eastward by the wind, 4 sails in sight, Middle & Latter part much the same, at 11 AM, tacked ship to the Southward wind E.S.E. so ends this day, Lat. by Obs.  $22^{\circ}50'$  S. Long. by Chro.  $17^{\circ}54'$  West.

Thursday Sept<sup>r</sup> 6<sup>th</sup> 1838.

First part of this day strong gales from S.E. by E. steering South Westward by the wind, not any thing in sight, Middle & Latter part much the same, so ends this day fresh gales from E.S.E. not any thing in sight. Lat. by Obs.  $24^{\circ}17'$  S. Long. by Chro.  $17^{\circ}50'$  W.

Friday Sept<sup>r</sup> 7<sup>th</sup> 1838.

First part of this day fresh gales from E by S, steering Southward by the wind Middle part much the same, Latter part strong gales from N.E. steering S.E. by S, at 8 AM, set the fore Top Mast studding sail, so ends this day Lat. by Obs.  $25^{\circ}57'$  S. Long. by Chro.  $16^{\circ}01'$  West.



Saturday September 8<sup>th</sup> 1838

First part of this day strong gales from NE, steering SE by S, at 2 PM, set the Main Top Gallant steering sail, Middle Squally, with rain, at 12 Midnight took in studding sails & top gallant sails, Spanker & Latter part more moderate at 10 AM, set top gallant sails & fore top most studding sail. So ends this day blowing strong from W, steering SE by S.

Lat. by Obs.  $27^{\circ} 49'$  South. Long. by Chro.  $14^{\circ} 08'$  West.

Sunday September 9<sup>th</sup> 1838

First part of this day strong gales from W, & thick squally with steering SE by S, at sunset took in top gallant sails & studding sails double reefed the fore top sail & furled the main sail, ~~Bore~~ Barometer standing  $29\frac{7}{10}$ , Middle part blowing heavy at 11 PM, close reefed the fore top sail, double reefed the main top sail, split the jib, furled the peaces &c. Latter part more moderate at 10 AM, set the top sail. So ends this day squally, wind from SW, steering SE by S. Lat. by Obs.  $28^{\circ} 25'$  South. Long. by Chro.  $12^{\circ} 03'$  West.

Monday September 10<sup>th</sup> 1838

First part of this day fresh gales from NW, & squally, rainy &c. at 2 PM, set the Main sail, Main Top Gallant sail, steering SE by S. Middle part moderate, Latter part fresh gales from NW, at daylight set studding sails, so ends this day steering SE, with all sail set, wind NW.

Lat. by Obs.  $29^{\circ} 09'$  South. Long. by Chro.  $10^{\circ} 33'$  West.

Tuesday September 11<sup>th</sup> 1838

First part of this day fresh gales from NW, steering SE, with all sail set, watch employed in repairing sails, Middle part much the same, Latter part blowing heavy from NW with a large sea running, steering SE by S. So ends this day thick & rainy.

Lat. by Obs.  $31^{\circ} 14'$  South. Long. by Chro.  $08^{\circ} 12'$  West.

Wednesday September 12<sup>th</sup> 1838

First part of this day thick drizzly, blowing a gale from NW steering SE by S, at dark took in Main Top Gallant sail & double reefed the fore <sup>& main</sup> top sails, Middle & Latter part much the same, so ends this day running under double reefed top sails & fore sail, SE by S, blowing heavy from NW by W with a large sea.

Lat. by Obs.  $32^{\circ} 35'$  South. Long. by Chro.  $5^{\circ} 30'$  West.



Thursday September 13<sup>th</sup> 1838

First part of this day blowing heavy from N by W with a large sea, steering SE by S under double reefed top sails & fore sail, Middle & Latter part more moderate at dark set the main sail, at day light set whole top sails & M<sup>d</sup> Gallant sail so ends this day squally, plenty birds in sight, Wind SW by W.

Lat. by Obs. 34° 00' S.

Long. by Chro. 3° 37' West.

Friday September 14<sup>th</sup> 1838

First part of this day Moderate gales from SW by W, & squally steering SE by S, with a large swell running, Middle part squally. Latter part Moderate breezes from S by W, steering Eastward by the wind, so ends this day plenty finbacks in sight & Birds

Lat. by Obs. 34° 04' S. Long. by Chro. 01° 38' W. by Lunar, 01° 45' West.

Saturday September 15<sup>th</sup> 1838.

First part of this day Moderate gales from S by W, steering Eastward by the wind, plenty finbacks & birds in sight, Middle & Latter part much the same, so ends this day, watch employed in ship's duty.

Lat. by Obs. 33° 59' S. Long. by Chro. 00° 41' E. Long. by Sun & Moon 00° 04' East.

Sunday September 16<sup>th</sup> 1838.

First part of this day Moderate, breezes from SSW, steering Eastward by the wind, employed in ~~repairing~~ sails, Middle & Latter part squally, so ends this day fresh gales from SSW, squally.

Lat. by Obs. 34° 24' South. Long. by Chro. 2° 39' East.

Monday September 17<sup>th</sup> 1838.

First part of this day fresh gales from SSW & squally, steering Eastward by the wind, Middle & Latter part much the same so ends this day cloudy, employed in repairing sails, No Obs.

Tuesday September 18<sup>th</sup> 1838.

First part of this day cloudy, strong breeze from WSW, steering SE by S, watch employed in repairing sails, Middle & Latter part much the same, squally, so ends this day steering SE by S.

Lat. by Obs. 36° 24' South. Long. by Chro 08° 00' East.

Wednesday September 19<sup>th</sup> 1838

First part of this day blowing strong from WSW with a large sea running, main squalls, steering SE by S, Middle & Latter part more moderate wind from SSW, with a large swell, so ends this day employed in repairing sails.

Lat. by Obs. 36° 34' South. Long. by Chro 10° 47' East.



Thursday September 20<sup>th</sup> 1838.

First part of this day Moderate breeze from NW, with a heavy swell, Steering Eastward by the wind, employed in repairing sails at 5 PM, saw a sail to the windward. Middle part calm, Latter part light air from NW, Steering SE, by S, with all sail set, one sail in sight Steering SE, so ends this day employed in repairing sails plenty fin backs in sight.  
Lat. by Obs.  $36^{\circ}40'$  S. Long. by Chro.  $12^{\circ}07'$  East.

Friday September 21<sup>st</sup> 1838.

First part of this day Moderate breeze from NW, Steering SE, by S, all sail set, employed in repairing sails, one sail in sight Steering SE, middle & latter part blowing strong, at noon took in studding sails, so ends this day Steering SE, by E, wind NW, blowing heavy with a large sea, one ship & a brig in sight Steering SE, Lat. by Obs.  $37^{\circ}52'$  South. Long. by Chro.  $15^{\circ}22'$  East.

Saturday September 22<sup>d</sup> 1838.

First part of this day blowing a gale from NW, Steering SE, by E, at 2 PM, took in fore & main top gallant sails, at 5 PM, double reefed the main top sail & took in the fore top sail & main sail, reefed the fore sail & blowing a gale, middle & latter part more moderate, at daylight, set top gallant sails, so ends this day Steering SE, by E, strong wind from WNW, employed in repairing sails, saw a few fin backs. Lat. by Obs.  $37^{\circ}50'$  South. Lon. by Chro.  $18^{\circ}39'$  East.

Sunday September 23<sup>d</sup> 1838.

First part of this day Strong gale from WNW, Steering SE, by E, employed in repairing sails, at sunset took in top gallant sails, middle part much the same, squally, latter part more moderate at daylight set main top gallant sail, so ends this day Steering SE, by S, blowing heavy from WNW, with a large sea running. Lat. by Obs.  $38^{\circ}04'$  S. Long. by Chro.  $21^{\circ}17'$  E. Long. by sun & moon  $21^{\circ}25'$  E.

Monday September 24<sup>th</sup> 1838.

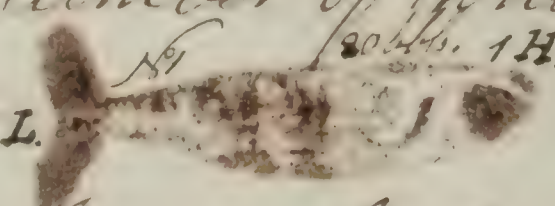
First part of this day blowing a gale from WNW, with a heavy sea running, Steering SE, by E, at sunset took in the fore top sail & fore sail, lost reefed the main top sail, blowing a gale with heavy squalls, thunder & lightning, hail &c. Middle part much the same. Latter part more moderate at daylight set the fore sail & double reef top sails, at 10 AM, set the main sail. So ends this day fresh gales from SSW, Steering ESE, with a large sea. Lat. by Obs.  $37^{\circ}53'$  S. Long. by Chro.  $24^{\circ}10'$  East.



Tuesday September 25<sup>th</sup> 1838.  
Commences with fresh gales from SSW, with a large sea running,  
Steering ESE, at 1 PM, set the jib, Middle part wind from E,  
tacked ship to the southward, Latter part strong gales, to ends this day  
Lat. by Obs. 38° 08' South. Long. by Chro 25° 55' East.

Wednesday September 26<sup>th</sup> 1838.  
First part of this day fresh gales from E, Steering southward by the wind,  
in dark green water, at 5 PM, double reefed the top sails, Middle  
& Latter part much the same, to ends this day, Hazy, cloudy weather.  
Lat. by Obs. 39° 06' South. Long. by Chro. 27° 34' East.

Thursday September 27<sup>th</sup> 1838.  
First part of this day fresh gales from NE, with cloudy,  
Hazy weather, Steering South Eastward by the wind, Middle &  
Latter part fresh breezes from WNW, Steering ESE, at daylight set the  
Muster sail, at 9 AM, saw Plenty right whales, lowered the boats  
Larboard boat darted & missed, at 11 AM, lowered again Larboard boat  
struck one & drowed lost the whale, came on board to ends this  
day fine weather & a number right whales in sight.  
Lat. by Obs. 38° 54' S. Long. by Chro. 28° 51' East.

Friday September 28<sup>th</sup> 1838.  
First part of this day light airs from Westward & fine weather &  
a number of whales in sight, at 2 PM, Larboard boat struck & killed  
one & sunk it, Starboard boat got capsized &c at 4 PM, lowered again  
but could not fasten, came on board, at sunset took in all  
sail, a number of right whales in sight, Middle part calm  
Latter part Moderate wind from ESE at daylight made sail,  
at 8 AM, saw a number of whales, lowered the boats Larboard boat  
struck & killed one  at 11 AM, took the whale to the  
ship, to ends this day, whale a long side. Lat. by Obs. 39° 04' South

Saturday September 29<sup>th</sup> 1838.  
First part of this day Moderate wind from ESE, thick rainy  
weather with heavy thunder, employed in cutting a whale, at sunset  
took in sail, Middle & Latter part lying by, thick weather, at  
9 AM, commenced boiling to ends this day, fresh gales from NE,  
Lat. by Obs. 39° 05' South. Long. by Chro. 28° 30' East.



Sunday September 30<sup>th</sup> 1838.

First part of this day lying by in thick foggy weather wind from NE, employed in boiling, at 5 PM, saw Wright Whales to the windward, Bound NW, Middle & Latter part much the same, so ends this day lying by, thick fog, all hands employed in boiling.  
No Obs.

Monday ~~September~~ October 1<sup>st</sup> 1838.

First part of this day thick fog, employed in boiling, at 2 PM, fog lifted set fore topsail, jib & spanker, at 4 PM, saw whale, at sunset took in sail again, 7 Wright Whales in sight, Middle & Latter part fine weather, at 9 AM, saw Whales lowered the boats, Carbood boat struck & killed one <sup>12</sup> <sup>100 lbs.</sup> <sup>OH</sup> at noon took the whale alongside so ends this day fine weather, moderate wind from N.W.

Lat. by Obs. 38° 38' South. Long. by Chro. 29° 50' East.

Tuesday October 2<sup>d</sup> 1838.

First part of this day moderate wind from N.W., at 2 PM, commenced cutting at 8 Evening all in, lost head & one lip, Middle & Latter part much the same, wind from S.E., so ends this day all hands employed in boiling, cloudy. No Obs.

Wednesday October 3<sup>d</sup> 1838.

First part of this day fresh breezes from S.E., all hands employed in boiling at 2 PM, passed a Brig steering Eastward, showing French Colors, at 3 PM, a number of Whales in sight, at sunset furled the fore topsail, whales in sight, Middle & Latter part blowing heavy from E.N.E., at 7 AM, cooled down the try works & commenced stowing down, so ends this day blowing a gale.  
No Obs.

Thursday October 4<sup>th</sup> 1838.

First part of this day blowing a gale from E.N.E. with a heavy sea running, all hands employed in stowing down oil, thick foggy weather, Middle & Latter part much the same so ends this day blowing a gale from S.E. with a heavy sea running. lying by under close reefed Main Top Sail, thick weather. No Obs.

Friday October 5<sup>th</sup> 1838.

First part of this day blowing a gale from S.E. with a heavy sea running lying by under close reefed Main Top Sail, at sunset more moderate, commenced boiling again, Middle & Latter part moderate, at noon finished boiling so ends this day all hands employed in stowing down oil. (at 6 AM. saw one Wright Whale bound to the windward, wind S.E., lowered one boat but could not strike.) No Obs.



Saturday October 6<sup>th</sup> 1838.

First part of this day thick, & moderate, all hands employed in stowing down oil, at 4 P.M. commenced blowing a gale from S.W., at 8 P.M. took in the fore sail, Middle part much the same, at 3 A.M. saw a large ship steering eastward, latter part more moderate, so ends this day lying by under close reefed M. & L. sail, Lat. by Obs.  $38^{\circ}50'$  South. Long. by Chro.  $32^{\circ}09'$  East.

Sunday October 7<sup>th</sup> 1838.

First part of this day strong gales from S.W. lying by, at 4 P.M. set the fore sail, Middle part moderate, latter part calm, at day light made sail & commenced stowing down oil, so ends this day pulling fore & back in light, Lat. by Obs.  $38^{\circ}38'$  S. Long. by Chro.  $31^{\circ}54'$  East.

Monday October 8<sup>th</sup> 1838.

First part of this day light breeze from Eastward plenty finbacks in sight, all hands employed in stowing off, at 4 P.M. saw Wright Whales lowered the boat, Starboard boat struck one <sup>from bow</sup> & the Iron broke, lost the whale, came on board & 2 more whales, lowered again but could not strike, came on board & took in sail, whales in sight Middle & latter part much the same, so ends this day not any thing in sight, light breezes from N.E. (at daylight made sail.)

Lat. by Obs.  $39^{\circ}05'$  South. Long. by Chro.  $31^{\circ}50'$  East.

Tuesday Oct. 9<sup>th</sup> 1838.

First part of this day moderate breezes from N.E. not any thing in sight, the watch employed in ships duty, at sunset took in top gallant sails fly jib &c. Middle & latter part light air from N. & hazy, so ends this day not any thing in sight, steering East.

Lat. by Obs.  $39^{\circ}07'$  South. Long. by Chro.  $33^{\circ}40'$  East.

Wednesday October 10<sup>th</sup> 1838.

First part of this day light air from N. steering E. not any thing in sight, employed in shifting sails, Middle part much the same, latter strong gales from N.E. took in top gallant sails, so ends this day, not any thing in sight. Lat. by Obs.  $39^{\circ}01'$  S. Long. by Chro.  $35^{\circ}30'$  E.

Thursday October 11<sup>th</sup> 1838.

First part of this day strong gales from N.E. steering Eastward by the wind at 4 P.M. double reefed the top sail, at 5 P.M. saw a number Wright Whales, took in jib & main sail, at sunset took in fore top sail, Middle & latter part more moderate, at 10 A.M. set the jib & double reefed top sail, so ends this day wind N.W. saw some finbacks, Lat. by Obs.  $38^{\circ}34'$  South Long. by Chro.  $36^{\circ}05'$  East.



Friday October 12<sup>th</sup> 1838.

First part of this day Strong wind from W, at 2 P.M. set Spanker & Main sail, at sunset shortened sail, in hopes of seeing more Whales, Middle part Moderate & rainy, Latter part light air from <sup>W.</sup> N.E., one Brig in sight, at 11 A.M. waist boat struck & sunk a <sup>Whale</sup> So ends this day boats of first to the whale, lost 2 lines, 4 Irons, & 2 Lances.  
Lat. by Obs.  $38^{\circ} 21' S.$  Long. by Chro.  $36^{\circ} 00'$

Saturday October 13<sup>th</sup> 1838.

First part of this day light air from N.E. & calms, plenty finbacks, & one Brig in sight, boats off, at 1 P.M. boat came on board, lost the Whale, 2 lines, 4 Irons, & 2 Lances, at 3 P.M. set in thick fog, at sunset took in sails, Middle part blowing Strong from ~~N.E.~~ S.E., with rain, Latter part more Moderate, at daylight set the topsails, jib & Main sail, So ends this day Strong breeze from S.E.  
Lat. by Obs.  $37^{\circ} 51' South.$  Long. by Chro.  $35^{\circ} 45' East.$

Sunday October 14<sup>th</sup> 1838.

First part of this day Strong breeze from S.E., steering Eastward by the wind, some finbacks in sight, Middle part fine weather, Latter part much the same, steering S.E., wind S.W., So ends this day one Wright whale in sight.  
Lat. by Obs.  $37^{\circ} 49' South.$  Long. by Chro.  $37^{\circ} 30' East.$

Monday October 15<sup>th</sup> 1838.

First part of this day fresh gales from S.W., at 1 P.M. lowered the boats, Port boat struck one <sup>line parted</sup> line parted, lost the whale, at 4 P.M. lowered again could not strike, at sunset took in sail, Number Wright Whales in sight, Middle & Latter part fine weather, at daylight made sail, So ends this day not any thing to be seen, employed in repairing boat & M. J. Gallant sail,  
Lat. by Obs.  $37^{\circ} 59' South.$  Long. by Chro.  $38^{\circ} 58' East.$

Tuesday October 16<sup>th</sup> 1838.

First part of this day Moderate wind from S.W., steering Eastward by the wind, employed in repairing boat & M. J. Gallant sail, Middle & Latter part light air from S.W., So ends this day, one black Whale in sight, Lat. by Obs.  $38^{\circ} 37' S.$  Long. by Chro.  $40^{\circ} 57' East.$

Wednesday October 17<sup>th</sup> 1838.

First part of this day light air from S.W., at 2 lowered the boats, bore one Wright whale, could not strike at 4 P.M. came on board again, at sunset shortened sail, Middle & Latter part much the same, at 9 A.M. covered the boats for one Wright whale could not fasten, going quick to the N.E., So ends this day. Lat. by Obs.  $38^{\circ} 57' S.$  Long. by Chro.  $42^{\circ} 15' East.$



Thursday October 18<sup>th</sup> 1838.

First part of this day light breezes from N.W., Steering S.E. at 3 P.M. lowered the boats for 2 whales, Larbora boat struck one & got loose, fastened again & sunk him, with 4 irons, waist boat struck one other <sup>accidentally</sup> line got out <sup>accidentally</sup>, lost the whale <sup>4 irons</sup> with 2 irons, came on board & took in sail, Middle part calm, Latter part light airs from N.W., so ends this day Steering S.E. Lat. by Obs. 39° 17' S. Long. by Chro. 43° 18' East.

Friday October 19<sup>th</sup> 1838.

First part of this day fine weather, moderate wind from N.W. Steering East, not any thing to be seen, watch employed in ship's duty, Middle & Latter part blowing strong from N.W., so ends this day Steering E, strong gales & squally, not any thing in sight. Lat. by Obs. 38° 50' S. Long. by Chro. 46° 47' East.

Saturday October 20<sup>th</sup> 1838.

First part of this day blowing strong from N.W. & squally, Steering E, at 9 evening wind hauled suddenly to the W., took in M & J sail & double reefed the top sails, Middle part more moderate at daylight calm, Latter light breezes from S.E., so ends this day Steering by the wind Eastward, not any thing in sight. Lat. by Obs. 38° 12' S. Long. by Chro. 48° 27' E.

Saturday October 20<sup>th</sup> 1838.

First part of this day fine weather wind N.E., Steering E, not any thing in sight, Middle fresh gales from N.W., took in J sail & double reefed the top sails, Latter part much the same so ends this day Steering E & E, Lat. by Obs. 36° 45' S. Long. by Chro. 50° 47' East.

Monday October 22 1838.

First part of this day thick fog & rainy, Steering E.N.E., wind N.W., fin backs & porpoises in sight, at sunset took in sail, plenty whale feed in sight, Middle & Latter part strong gales from W., at day light set double reef fore Top sail, so ends this day Steering E.N.E., Lat. by Obs. 35° 36' South. Long. by Chro. 52° 16' East.

Tuesday October 23<sup>rd</sup> 1838.

First part of this day strong wind from W. & rainy, Steering E.N.E., not any thing in sight, Middle & Latter light airs from S.W., so ends this day Steering E.N.E., saw one fin back, at noon wind hauled to S.E. Lat. by Obs. 34° 30' South. Long. by Chro. 53° 21' East.

Wednesday October 24<sup>th</sup> 1838.

First part of this day moderate wind from S.E. Steering Eastward, one hump back in sight, Middle part wind E & E, Latter part wind N. so ends this day not any thing in sight, Steering Eastward, with a long heavy swell. Lat. by Obs. 33° 35' S. Long. by Chro. 54° 35' East.



Thursday October 25<sup>th</sup> 1838.

First part of this day fresh gales from N, Steering Eastward, (saw two fin backs,) with a long heavy swell running, Middle part the same, Latter part fresh gales from NW, & cloudy, So ends this day Steering SE, Not any thing sight, excepting one fin back.

Lat. by Obs.  $34^{\circ}18'$  S. Long. by Chro  $57^{\circ}01'$  East.

Friday October 26<sup>th</sup> 1838.


First part of these 24 hours, Moderate, wind from NW, thick hazy weather, course SE, Not any thing in sight, Middle part blowing strong, at 3 AM, wind hauled to S, blowing heavy, took in at sail, Latter part more moderate, set double reefed top sail & fore sail, so ends this day blowing strong from SW, & heavy squalls.

Lat. by Obs.  $34^{\circ}13'$  South. Long. by Chro  $58^{\circ}10'$  East.

Saturday October 27<sup>th</sup> 1838.

First part of this day blowing heavy from SW, & squally, at sunset took in fore sail & close reefed the main top sail, set the speccers, Middle part more moderate, Latter lighter, at daylight made sail so ends this day, light air from ESE, Not any thing in sight.

Lat. by Obs.  $33^{\circ}57'$  South Long. by Chro.  $58^{\circ}40'$  East.

 Grand Turk.

Sunday October 28<sup>th</sup> 1838.

First part of this day light air from ESE, heading Southward, Not any thing in sight, at sunset wind NNE, Steering SSE, Middle part blowing strong double reefed the top sail, Latter part blowing heavy from NNE, at 7 AM, spoke ship Grand Turk of New Bedford, nothing, at 9 AM, took in fore top sail, so ends this day being, blowing a gale, ship Grand Turk in sight.

Lat. by Obs.  $35^{\circ}22'$  S. Long. by Chro.  $60^{\circ}13'$  East.

Monday October 29<sup>th</sup> 1838.

First part of this day blowing a gale from N, ship Grand Turk in sight, at sunset took in fore sail & close reefed the main top sail, Middle & Latter part blowing heavy, at 9 AM, wind shifted suddenly from N to SSW, so ends this day blowing a gale N Obs.

Tuesday October 30<sup>th</sup> 1838.

First part of this day blowing a gale from SSW, lying by under close reefed M Top sail, Middle & Latter part much the same, at 9 AM, saw 3 Wright Whales, so ends this day blowing a gale from South, lying by.

Lat. by Act.  $35^{\circ}00'$  South. No Obs. Long.  $61^{\circ}55'$  East.



Wednesday October 31<sup>st</sup> 1838.

First part of this day blowing a gale from South, lying by under close reefed M<sup>o</sup> Sail & Spencers, heavy, & rain squalls, Middle & Latter part more moderate, at daylight set double reef top sails at 10 AM, saw two Wright Whales lowered, could not fasten so ends this day, plenty finbacks.

Lat. by Obs. 34° 50' South. Long. by Chro. 61° 31' East.

Thursday November 1<sup>st</sup> 1838.

First part of this day Moderate gales from SSW, & cloudy, at 1 PM, saw two Wright Whales, & a plenty of fin backs, lowered & darted, did not fasten, came on board again, at Sunset took in sail, at day light made sail, at sunrise saw Wright Whales, at 9 AM, lowered Larbord boat struck one, line parted lost the whale, with two Irons, Starbord boat struck one, & saved it at 11 AM, took it to the ship so ends this day one whale alongside & a plenty more in sight, strong wind from NW, raged.

Lat. by Obs. 34° 52' South.

Long. by Chro. 61° 50' East.

Friday November 2<sup>d</sup> 1838.

First part of this day strong gales from NW, all hands employed in cutting a whale, raged, at sunset took in sail, Middle & Latter part blowing a gale from NW, so ends this day lying by, employed in cutting up the whale, Lat. by Obs. 34° 51' South.

Saturday November 3<sup>d</sup> 1838.

First part of this day blowing a gale from NW, with rain & a large sea running, lying by under short sails, employed in cutting up a whale, Middle & Latter part more moderate, at daylight set double reef top sails, at 3 PM, saw 3 Wright Whales lowered the boats, Larbord boat struck one & drowed, lost the whale (at sunrise commenced boiling) so ends this day calm, employed in boiling.

Lat. by

Obs. 34° 51' South. Long. by Chro. 62° 58' East.

Sunday November 4<sup>th</sup> 1838.


First part of this day, calm, all hands employed in boiling, at sunset took in sail, & set the watch, Middle part much the same, Latter part blowing strong from N, at 10 AM, close reefed the Main top sail so ends this day thick, rainy employed in boiling, blowing a gale. No Obs.

Monday November 5<sup>th</sup> 1838.

First part of this day blowing a gale from N, thick, rainy weather employed in boiling, at 4 PM, saw Wright whale, at 9 evening took in fore sail, & put out the fires, could not boil, blowing a heavy gale from SW, at 10 evening, lost the Waist boat, heavy sea running



Middle & Latter part much the same, at 4 AM, took in the M. J. sails  
So ends this day blowing a gale from SW lying by under M. Spencer &  
J. Top Mast Stay sail. Lat. by Obs.  $34^{\circ} 32'$  S. Long. by Chro.  $63^{\circ} 23'$  East.

 Ship Maria Theresa.

Tuesday November 6<sup>th</sup> 1838.

First part of this day lying by under Short sail, blowing a gale from  
SW, at 3 PM, saw a ship to the windward, Middle & Latter part  
more Moderate, at daylight, made sail, & commenced boiling at noon finish  
(at 7 AM, spoke Ship Maria Theresa of New Bedford, 5 whales) So  
ends this day, employed in stowing down Oil, Ship Maria Theresa, in company  
Lat. by Obs.  $33^{\circ} 39'$  South. Long. by Chro.  $62^{\circ} 57'$  East.

Wednesday November 7<sup>th</sup> 1838.

First part of this day fresh gales from W employed in stowing down Oil,  
plenty finbacks in sight, at 3 PM, saw the Ship Maria Theresa take a whale  
at sunset took in sail, Middle & Latter part fresh gales from NW,  
So ends this day all hands employed in stowing Oil. Ship M. T. in sight.  
Lat. by Obs.  $34^{\circ} 36'$  South. Long. by Chro.  $62^{\circ} 58'$  East.

Thursday November 8<sup>th</sup> 1838.

First part of this day strong winds from NW, steering South, Ship  
Maria Theresa in sight, all hands employed in this duty, stowing  
Oil &c. 5 PM, saw Wright Whales lowered two boats Larbord boat  
struck one <sup>est one from 40 lbs. 3 H.</sup> & killed at evening took it to the ship  
& took in sail, Middle & Latter part lying by the whale, blowing heavy from  
NW, So ends this day thick, rainy, rather lying by the whale, blowing heavy.  
Lat. by Obs.  $35^{\circ} 15'$  South.

Friday November 8<sup>th</sup> 1838.

First part of this day more Moderate at 1 PM, commenced cutting the whale  
thick & squally, rather at 2 PM, more ship & took in the main top sail, on  
sails in sight, & plenty Wright Whales in sight, Middle & Latter part  
blowing heavy from SW, with heavy sea running, So ends this day  
lying by in a gale, under fore Top Mast Stay sail & M. Spencer, (at daylight  
plenty Wright Whales in sight.) Lat. by Obs.  $35^{\circ} 30'$  S. Long. by Chro.  $64^{\circ} 10'$  East.

Saturday November 10<sup>th</sup> 1838.

First part of this day, blowing a heavy gale from SW, employed in cutting up  
the whale, Middle & Latter part more Moderate, at 8 AM, set about  
reefed M. J. sail & fore sail, & commenced boiling, So ends this day  
One sail in sight



Sunday November 11<sup>th</sup> 1838.

First part of this day fresh gales from SW, with a large sea running, all hands employed in boiling, one ship in sight, Middle & Latter part Squally, at daylight made sail, so ends this day all hands employed in boiling, one ship in sight.

Lat. by Obs.  $35^{\circ} 04'$  South. Long. by Obs.  $64^{\circ} 29'$  East.



Ship America.

Monday November 12<sup>th</sup> 1838.

First part of this day Moderate wind from N, at 3 PM, spoke ship America of New Bedford with 2 whales, at sunset finished boiling, Middle & Latter strong gale from NNE, so ends this day all hands employed in stowing down oil, ship America in sight.

Tuesday November 13<sup>th</sup> 1838.

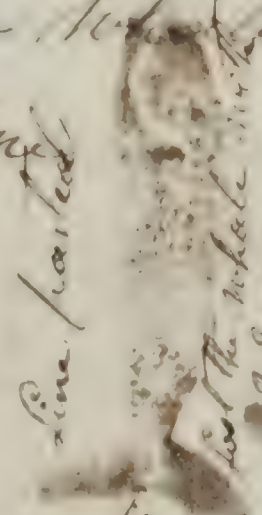
First part of this day strong gale from NNE, all hands employed in stowing down oil, at sunset took in sail, lost vessel M, 1 sail, ship America in sight, Middle & Latter part blowing heavy from N, so ends this day lying by, thick, rainy, & fogged, at 11 AM wind shifted suddenly from N to SW, No Obs.

Wednesday November 14<sup>th</sup> 1838.

First part of this day blowing strong from SW, at 2 PM saw a large ~~school~~ of sperm whales, set double reefed topsails at 3 PM, saw 10 right whales, Middle & Latter part more moderate at daylight made sail, right whales in sight, at 9 AM, lowered for 3 right whales started & missed, come on board again so ends this day, whales in sight.


Lat. by Obs.  $34^{\circ} 29'$  South. Long. by Chro.  $65^{\circ} 33'$  East.

Thursday November 15<sup>th</sup> 1838.

First part of this day fine weather, light breeze from SE, at 2 PM, lowered for one whale, missed him, at 3 PM, lowered again. Larboard boat struck one  & line parted lost the whale with 2 Irons, at sunset took in sail plenty whales in sight, Middle & Latter part much the same, at daylight made sail, at 8 AM, lowered the boats for whales, could not fasten, at 11 lowered again, so ends this day, boat off after whales.

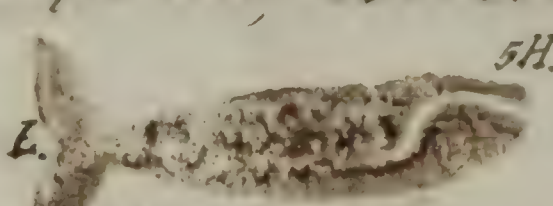
Lat. by Obs.  $34^{\circ} 03'$  South.

Friday November 16<sup>th</sup> 1838.

First part of this day light air from ENE, at 1 PM, Larboard boat struck & killed with the Iron,  at 2 PM took it along side, at sunset took in sail, Middle, rainy, Latter part thick foggy weather, at 9 AM set the topsails, at 11 AM, saw 6 or 8 right whales, so ends this day employed in boiling. Lat. by Obs.  $34^{\circ} 03'$  South.



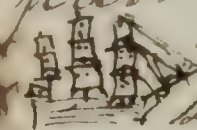
Saturday November 17<sup>th</sup> 1838?

First part of this day thick weather, night whales in sight, light breeze from N. at 11<sup>th</sup> M, lowered the boats for what. Larboard boat struck one <sup>5H.</sup> & killed, at 4 P.M. took it along side & hooked on, at sunset got clear of his head & looked down, took in sail, Middle part thick rainy, employed in boiling, Latter part much the same, at 10<sup>th</sup> A.M. finished cutting in the whale, so ends this day, boiling.


Lat. 34° 04' South. Long. by Chro. 65° 11' East.

Sunday November 18<sup>th</sup> 1838?

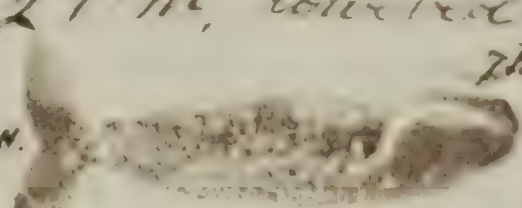

First part of this day fine weather, light gales from N.W. all hands, employed in boiling, Middle part much the same, thick weather, Latter part foggy, so ends this day all hands employed in boiling. 182 lbs.

 Ship Messenger

Monday November 19<sup>th</sup> 1838?

First part of this day thick foggy weather, employed in boiling, at 3 P.M. saw 2 whales, lowered the boats & darted did not faster, at 9 Evening, spoke ship Messenger of New Bedford, 2000 lbs. (whales this season) Middle part fine weather, Latter part moderate, wind from N.W., at sunrise saw whale, at 7 A.M. lowered the boats, Larboard boat struck one <sup>6H.</sup> & killed, at 9 A.M. took it along side & commenced cutting at noon all in so ends this day, Ship Messenger & one other sail in sight & a plenty night whale, Lat. by Chs. 33° 43' S. Long. by Chro. 66° 08' East.

Tuesday November 20<sup>th</sup> 1838?

First part of this day fresh breezes from N.W. at 2 P.M. lowered the boats for whales, waist boat struck & killed one <sup>7H.</sup> at 3 P.M. took it along side, hooked on & took of the head, & took in sail, Ship Messenger in sight cutting a whale, Middle part employed in boiling, Latter part light air from N.W. at 11 A.M. finished the whale, & lowered one boat, waist boat struck & saved the whale <sup>8H.</sup> So ends this day boats off whaling. Lat. by Chs. 33° 45' S.

Wednesday November 21<sup>th</sup> 1838?

First part of this day light air from SW, 2 boats off whaling at 1 P.M. one boat came on board, & commenced stowing down oil, & boiling, at 4 P.M. took the whale along side, plenty were in sight, Ship Messenger & one other ship in sight boiling, Middle & Latter part lying by the whale, so ends this day employed in boiling & stowing down, 3 boats in sight. Lat. by Chs. 33° 38' South. Long. by Chro. 66° 48' East.

Thursday November 22<sup>nd</sup> 1838?

First part of this day fine weather, light air from N. at 2 P.M. commenced cutting in the whale, at sunset all in, Ship Messenger & 2 other sails in sight. Middle & Latter part much the same, employed



employed in boiling & stowing down Oil. So ends this day One sail in light.

Lat. by Obs.  $33^{\circ} 33'$  South. Long. by Chron.  $67^{\circ} 29'$  East.

Friday November 23<sup>rd</sup> 1838.

First part of this day light airs from NNE, & going by under Short Sail, all hands employed in boiling & stowing down Oil, One sail in light, Middle & Latter part much the same, So ends this day Moderate gales from NNE, all hands employed in boiling & stowing down Oil.

Lat. by Obs.  $33^{\circ} 45'$  South. Long. by Chron.  $66^{\circ} 55'$  East.

Saturday November 24<sup>th</sup> 1838.

First part of this day Moderate gales from NNE, with fine weather all hands employed in boiling & stowing down, Middle & Latter part much the same, So ends this day all hands employed in boiling & stowing.

Lat. by Obs.  $34^{\circ} 05'$  South. Long. by Chron.  $67^{\circ} 27'$  East.

Sunday November 25<sup>th</sup> 1838.

First part of this day calm, all hands employed in boiling & stowing down, at sunset finished boiling, saw 2 Wright Whales, Middle & Latter part light breezes from NNE, So ends this day all hands employed in stowing down Oil, (lowered for what could not strike.



Ship Gideon Bartow.

Monday November 26<sup>th</sup> 1838.

First part of this day Moderate breezes from NNE, all hands employed in stowing down Oil, at 5 P.M. spoke Ship Gideon Bartow Rochester 19 Whales, at sunset took in sail, Middle & Latter part thick weather. So ends this day employed in stowing down Oil.

Tuesday November 27<sup>th</sup> 1838.

First part of this day thick weather employed in stowing down Oil. Middle part & Latter part much the same, So ends this day.

Lat. by Obs.  $34^{\circ} 44'$  South. Long. by Chron.  $66^{\circ} 14'$  East.



Ship St. Peter.

Wednesday November 28<sup>th</sup> 1838.

First part of this day thick cloudy weather all hands employed in scraping ben. Middle & Latter part much the same at 8 A.M. saw 2 Whales lowered, could not fasten, at 11 A.M. spoke Ship St. Peter of New Bedford 1500 bbls. So ends this day.

Lat. by Obs.  $34^{\circ} 2'$  Long. by Chron.  $65^{\circ} 57'$  East.

Thursday November 29<sup>th</sup> 1838.

First part of this day fresh gales from SW, Ship St. Peter in company at sunset saw Wright Whales, & one Other-Sails, Middle & Latter part fine weather at 7 A.M. Carboard boat struck and killed, at 10 A.M. took it along-side, So ends this day sailing Lat. by Obs.  $34^{\circ} 22'$  Long.  $65^{\circ} 22'$  East.



Friday November 30<sup>th</sup> 1838

First part of this day fine weather, employed in cutting a whale, at sunset took in sail. Wind from ENE, 7 ship in sight, Middle & Latter part much the same. So ends this day employed in boiling, 3 sail in sight. Lat. by Obs.  $34^{\circ} 17' S$ . Long. by Chro.  $65^{\circ} 18' East$ .

Saturday December 1<sup>st</sup> 1838

First part of this day fine weather, Wind from NNE, all hands employed in boiling, 2 sail in sight, at sunset took in sail, plenty fin backs in sight, Middle & Latter part much the same. So ends this day, boiling. Lat. by Obs.  $34^{\circ} 10' S$ . Long. by Chro.  $66^{\circ} 09' East$ .


Sunday December 2<sup>nd</sup> 1838

First part of this day fine weather, Moderate wind from NNE, at sunset finished boiling & took in sail, Middle & Latter part rainy, at daylight made sail, so ends this day. Wind SE. Steering southward by the wind, plenty fin backs in sight, number carcasses &c. Lat. by Obs.  $34^{\circ} 05' S$ . Long. by Chro.  $66^{\circ} 46' East$ .

Monday December 3<sup>rd</sup> 1838


First part of this day Moderate breeze from ESE. Steering Nth. employed in stowing down oil, Middle & Latter part thick weather. Steering S. So ends this day employed in stowing down oil, plenty fin backs in sight. Lat. by Obs.  $35^{\circ} 18' S$ . Long. by Chro.  $67^{\circ} 24' East$ .

Tuesday December 4<sup>th</sup> 1838

First part of this day light gales from NNE, Steering S. at sunset took in sail, thick fog. Middle & Latter part much the same at 7 AM, saw 3 whales, lowered the boat. Harbor boat struck one  & killed 2, Waist boat got stove, cut the line, lost the whale <sup>stove boat lost</sup> the whale. Thick weather, one sail in sight at 11 AM, hoisted in the waist boat, so ends this days hard luck.

Lat. by act.  $36^{\circ} 00' S$ . Long. by Chro.  $67^{\circ} 26' East$ .

Wednesday December 5<sup>th</sup> 1838

First part of this day thick foggy weather one sail in sight, at 4 PM, saw 3 whales, lowered the boat, Harbor boat struck one  & killed it, at 6 PM, took it along side & took in sail, ship St Peters in sight, Middle part lying by the whale, thick fog, Latter part the same, at daylight commenced cutting the whale, at 11 AM, fog lifted set jib, fore top sail, & fore sail, light air from NNE. So ends this day. Lat. by Obs.  $36^{\circ} 11' South$ . Long. by Chro.  $67^{\circ} 35' East$ .


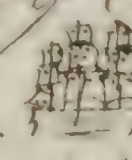


Thursday December 6<sup>th</sup> 1838.

First part of this day calm & light air from all parts of the compass, at 1 P.M. commenced boiling, ship St. Peter in sight, thick weather, at 5 P.M. took in sail, middle & latter part much the same, at 10 A.M. saw one whale, lowered the boats, could not fasten came on board again, so ends this day employed in boiling, again ship St. Peter in sight.  
Lat. by Obs.  $36^{\circ} 16'$  South.

Friday December 7<sup>th</sup> 1838.

First part of this day foggy, employed in boiling, light air from NW. at 4 P.M. saw whales, lowered the boats, ship St. Peter's boat struck & killed one, at sunset boats came on board, took in sail, at 10 the tow-ropes, had 8, at 11 evening finished boiling, middle & latter part thick weather so ends this day employed in stowing down, ship St. Peter in sight, & one other ship. & 2 whigs whale.  
Lat. by Obs.  $36^{\circ} 33'$  South. Long. by Chro.  $67^{\circ} 45'$  East.

 Ship Ann Perry.  Ship St. Peter.

Saturday December 8<sup>th</sup> 1838.

First part of this day strong breeze from NW, employed in stowing down, at 3 P.M. spoke ship Ann Perry of Portsmouth 1700 lbs. (5000 spec) 20 Mals. out. ship St. Peter 1700 lbs. middle part more moderate, latter part strong gale from W, steering SE, at 7 A.M. saw one whig whale, so ends this day, voyaged, employed in stowing down,  
Lat. by Obs.  $36^{\circ} 52'$  South. Long. by Chro.  $68^{\circ} 47'$  East.

Sunday December 9<sup>th</sup> 1838.

First part of this day blowing strong from W, steering ESE, at 3 P.M. kept to the wind, heading NW, took in jib, fore & top sail & double reefed the mains, saw a number whig whales, middle & latter part lying by, blowing a gale from W. so ends this day  
Lat. by Obs.  $37^{\circ} 02'$  South. Long. by Chro.  $68^{\circ} 49'$  East.

Monday December 10<sup>th</sup> 1838.

First part of this day blowing a gale from W, lying by under double reefed M.T. sail & fore sail, at sunset close reefed the M.T. sail, middle & latter part much the same, so ends this day, blowing heavy.  
Lat. by Obs.  $36^{\circ} 22'$  South.

Tuesday December 11<sup>th</sup> 1838.

First part of this day blowing a gale from WSW, lying by under close reefed M.T. sail, middle & latter part the same so ends this day blowing a gale. Saw one whig whale bound westward.  
Lat. by Obs.  $35^{\circ} 58'$  South. Long. by Chro.  $68^{\circ} 43'$  East.



Wednesday December 12<sup>th</sup> 1838

First part of this day blowing a gale from N, lying by under close reef M & L sail, Middle & Latter part more moderate, at daylight set the top sails, so ends this day steering SSE, wind from N.W.

Lat. by Obs.  $35^{\circ}40'$  South. Long. by Chro.  $69^{\circ}05'$  East.

Thursday December 13<sup>th</sup> 1838

First part of this day fresh gales from NW, steering SSE, employed in repairing boat, bundling bone, &c. Middle part much the same, steering South, under short sail, at daylight made sail, so ends this day, steering SSE, wind N.W. heavy.

Lat. by Obs.  $36^{\circ}56'$  South. Long. by Chro.  $70^{\circ}07'$  East.

Friday December 14<sup>th</sup> 1838

First part of this day fresh gales from NW, at 1 P.M. saw one Wright Whale, at sunset took in sail (employed in boat building) Middle & Latter part much the same at 7 A.M. saw 2 whales, lowered the two boats Starboard boat struck one, Iron bound lost the whale, at 10 A.M. double reefed the sails, so ends this day strong gales from SW.

one Iron bound  
Tore in sail, so  
Lat. by Obs.  $37^{\circ}30'$

Saturday December 15<sup>th</sup> 1838

First part of this day strong gales from SW, at 2 P.M. took in sail Middle part blowing strong, Latter part much the same, so ends this day lying by under double reefed M & L sail, Lat. by Obs.  $37^{\circ}13'$

Sunday December 16<sup>th</sup> 1838

First part of these 24 hours strong gales from SW, employed in repairing boat, Middle & Latter part moderate, at daylight made sail, one sail in light, so ends this day, (11 A.M. saw 2 Wright whales, lowered could not strike, going quick to the windward)

Long. by Chro.  $71^{\circ}20'$  East.



Ship Pocahontas

Monday December 17<sup>th</sup> 1838

First part of this day light breezes from WSW, one sail in light, the watch employed in bundling bone, at 4 P.M. made sail, Ship Pocahontas of Holmes Hole, with 16 whales, Middle part much the same, Latter part strong gale from NW, steering SSW, so ends this day, rugged, Lat. by Obs.  $37^{\circ}42'$  South.

Tuesday December 18<sup>th</sup> 1838

First part of this day strong gales from NW, steering S, at 3 P.M. saw 3 Wright Whales, lowered the boats Starboard boat struck one at sunset took it along side & took in sail, Middle



first part of the whale, at daylight undertook to wear ship  
flake rope parted, at 8 AM, got the whale along side again  
& put on the chain, that parted, hauled the whale along side  
again & put on the fluke rope again, & commenced cutting  
to ends this day vegeol. Strong gales from W. No Obs.

Wednesday December 19<sup>th</sup> 1838.

First part of this strong gales from W. all hands employed  
in clearing decks, at sunset close reefed the M. J. Sails, Middle  
& Latter part blowing a gale from SW, at 6 AM, reefed the fore  
sails & commenced boiling to ends this day, heavy sea running.

Lat. by Chr.  $37^{\circ} 35'$  South.

Thursday December 20<sup>th</sup> 1838.

First part of this day blowing a gale from West, employed in boiling  
at 11 AM, took in M. J. Sails, Middle part the same, Latter part  
more moderate, to ends this day, employed in boiling. No Obs.

Friday December 21<sup>st</sup> 1838.

First part of this day fresh gale from S, at 11 AM, set the  
top sails, jib, &c at 5 PM, finished boiling, at sunset took in  
the jib & double reefed the Top Sails, Middle part moderate, Latter  
part calm, to ends this day employed in stowing down oil.

Saturday December 22<sup>nd</sup> 1838.

First part of these 24 hours calm, not any thing in sight, employed  
in stowing down oil, at sunset double reefed the top sails,  
Middle & Latter part light airs from NW, steering S. all sail set  
to ends this day, Lat. by Chr.  $37^{\circ} 56'$  South.

Sunday December 23<sup>rd</sup> 1838.

First part of this day light airs from NW, steering S, employed  
in repairing boat, Middle & Latter part much the same, at  
daylight saw 2 sails steering Eastward, at 9 AM, saw whales  
lowered, could not strike came on board, at 10 lowered again  
Larboard boat struck, Irons lowered lost the whale, so ends  
this days hard luck,

Lat. by Chr.  $38^{\circ} 18'$

Long by Chr.  $73^{\circ} 49'$  East.

Monday December 24<sup>th</sup> 1838.

First part of this day fine weather, light airs from N one bark in  
sight steering Eastward, at 2 PM, lowered the boats for whales, Starboard  
boat struck one & drowned, Larboard boat struck the whale, <sup>dry skin took it hard</sup>  
again & saved it at sunset took it along side & took in sail, plenty  
more in sight, Middle part lying by the whale, at daylight



commenced cutting, found the whale to be a dryskin, took its head & let it go, made sail. at 8 AM, lowered for whale, waist boat started did not fasten, Starboard fastened to another & lowered, waist fastened, at noon cut from him & came on board, so ends this day, wind blowing strong from N. Lat. by Obs.  $39^{\circ} 48'$  Long by Chro  $74^{\circ} 27'$  East

Tuesday December 25<sup>th</sup> 1838.

First part of this day wind blowing strong from S, at 2 PM took in sail plenty Wright Whales in sight, at sunset wind hauled suddenly from S. to SSW, middle part blowing strong, latter part squally, at 9 AM, set double reefed top sails, at 11 AM lowered for whales, Starboard boat struck over and lost 2 lines & 4 Irons, so ends this day beat off chasing the whale to Windward, Lat. by Obs.  $39^{\circ} 28'$  S. Long. by Chro  $73^{\circ} 20'$  E.

Wednesday December 26<sup>th</sup> 1838.

First part of this day squally, 3 boats of chasing the whale, 2 PM, came on board at 3 PM, took in fore top sail, & close reef the main, blowing strong with heavy squalls, plenty Wright Whales in sight, middle & latter part blowing heavy from S, so ends this day. Lat. by Obs.  $39^{\circ} 29'$

Thursday December 27<sup>th</sup> 1838.

First part of this day blowing a gale from S, with a heavy sea, Wright Whales in sight, middle & latter part much the same, so ends this day, blowing a gale from N.W. employed in cleaning bones. Lat. by Obs.  $39^{\circ} 27'$  South. Long. by Chro  $73^{\circ} 59'$  East.

Friday December 28<sup>th</sup> 1838.

First part of this day blowing a gale from N.W. employed in cleaning bone, at 6 PM, more moderate set the fore sail, middle & latter part more moderate, at daylight made sail, saw 3 Wright Whales going quick to the Windward, W. lowered could not strike, came on board again, so ends this day strong gales from W, Lat. by Obs.  $39^{\circ} 44'$  South.

Saturday December 29<sup>th</sup> 1838.

First part of this day strong gales from W.W. at 2 PM, saw a number Wright Whales lowered, Starboard boat struck, took the line waist boat bent one, run & sounded but not get near the whale, at sun 4 hour high cut line him go, came on board & took in sail, middle part the same, latter part blowing heavy from S, so ends this day steering Westward under double reefed top sails, heavy sea running. Lat. by Obs.  $40^{\circ} 28'$  South. Long. by Chro.  $73^{\circ} 48'$  East.



Sunday December 30<sup>th</sup> 1838.

First part of this day <sup>blowing</sup> heavy from N. Steering S Westward with  
 A heavy sea running at 6 PM, took in Main Top Sail & Fore Sail  
 set the spicers, took the waist boat in on deck, plenty Wright  
 Whale in sight, Middle part More Moderate wind haul  
 to W, Latter part Moderate wind, with a large sea, at  
 day light set double reef top sails, whales in sight to  
 the windward, at 8 AM, lowered the boats, Starboard boat  
 struck one & killed a loose one, foul line, cut it & but could  
 not fasten <sup>port line cut</sup> again lost the whale with one from Starboard boat  
 struck the <sup>to further again</sup> other <sup>134.</sup> & saved it, commenced  
 towing the <sup>with one from</sup> whale, saw more whales  
 Starboard <sup>cut the line</sup> boat struck one other <sup>the line</sup> with one Iron  
 accidentally with the spade, lost the whale <sup>the line</sup> boats 2 miles  
 so ends this day one whale along side, 2 <sup>the line</sup> by Chs. 73° 21' East.  
 to the windward, Lat. by Obs. 41° 15' South. Long.

Monday December 31<sup>st</sup> 1838.

First part of this day Moderate breeze from W, with a heavy swell  
 running, at 3 PM, commenced cutting, at 6 AM, at sunset took in  
 sails, Middle part blowing heavy from N, close reefed the main  
 top sail & took in the fore sail, Latter part Much the same to  
 end this day. Blowing a gale, with a heavy sea running from N. Flying  
 by under close reefed M Tail, Lat. by Obs. 41° 03' South.

Tuesday January 1<sup>st</sup> 1839.

First part of this day blowing heavy from N, with a large sea running  
 Middle & Latter part More Moderate, at daylight commenced boiling  
 at 9 AM, set the top sails so ends this day fresh gale from WNW, with a  
 heavy swell, Lat. by Obs. 41° 34' South. Long. by Chs. 73° 07' East.

Wednesday January 2<sup>nd</sup> 1839.

First part of this day strong gale from WNW, & squally, employed  
 in boiling, at 5 PM, took in sail, close reefed M Tail at sunset  
 saw a number Wright Whales, Middle & Latter part More Moderate  
 at 8 AM, set jib & top sail, so ends this day employed in boiling.  
 Lat. by Obs. 41° 03' South. Long. by Chs. 73° 03' East.

Thursday January 3<sup>rd</sup> 1839.

First part of this day Moderate wind from N. Steady E, employed  
 in boiling, at 3 PM, saw 2 whales, Starboard boat struck one, hauled  
 out 2 lines & part of the 3<sup>rd</sup> run to the windward, at sunset  
 on board, cut from the whale, Middle & Latter part much the same  
 at 7 PM, finished boiling so ends, Lat. by Obs. 41° 13' S. Long. by Chs. 72° 51' E.



Friday January 4<sup>th</sup> 1839.

First part of this day fresh gales from N.W. steering E, employed in stowing down Oil, at sunset left to the wind & took in sail, Middle & Latter part blowing heavy from N.W. large Sea running, employed in stowing down, so ends this day. Thick weather, & Vbs.

January 5<sup>th</sup> 1839.

First part of this day blowing a gale from N.W. at 4 P.M. took in the M.T. sail, Middle & Latter part much the same, at 8 A.M. set double reefed Top sails & fore sail, steered N.E. by E, to ends.

Lat. by Obs.  $41^{\circ} 04'$  South. Long. by Chro.  $73^{\circ} 09'$  East.


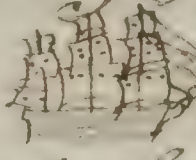
Sunday January 6<sup>th</sup> 1839.

First part of this day blowing a gale from W. steering N.E. by E with a heavy Sea running, Middle & Latter part more moderate, at daylight set whole Top sails & M.T. gallant sail, so ends this day fresh gale from S.W. Lat. by Obs.  $39^{\circ} 06'$  South. Long. by Chro. at noon  $74^{\circ} 52'$  East.

Monday January 7<sup>th</sup> 1839.

First part of this day strong wind from S.W. steering E by S. at 1 P.M. at the jib & M.T. sail, Middle & Latter part light breezes from W. at day light 2 sail in sight, so ends this day steering E by E.

Lat. by Obs.  $38^{\circ} 43'$  South. Long. by Chro.  $76^{\circ} 40'$  East.

 Ship Bourbon.  Ship Science

Tuesday January 8<sup>th</sup>

First part of this day light breezes from N.W. at 1 P.M. spoke Ship Bourbon of Harver, 2 Whales, Ship chili of New Bedford in sight, 1800 bbl. at 2 P.M. saw the Island of St. Paul, bearing by Compass ESE, at 5 P.M. saw a sail NE of us, at sunset band dist 16 Miles, Middle part lying by, at daylight keep off & run in for the land, at 7 A.M. sent 2 boats on shore fishing, at 8 A.M. spoke Ship Science, of Portland, 3 Whales, so ends this day, lying off & on Island St. Paul. Ship Science & one other ship in sight.

Wednesday January 9<sup>th</sup> 1839.

First part of this day fresh breeze from S.W. by E, lying off & on the Island of St. Pauls, at 4 P.M. left the Islands & steered S.E. at sunset, Island bore N.W. Dist 20 Miles, Middle & Latter part much the same, so ends this day, Ship Science in sight.

Thursday January 10<sup>th</sup> 1839.

First part of this day strong gales from W.W. steering S.E. Ship Science in sight, Middle & Latter part much the same, with all sail set at 10 A.M. saw one right whale, lowered 2 boats, Larboard boat struck & killed it, at noon took it alongside so ends this day, Lat. by Obs.  $40^{\circ} 48'$  South.

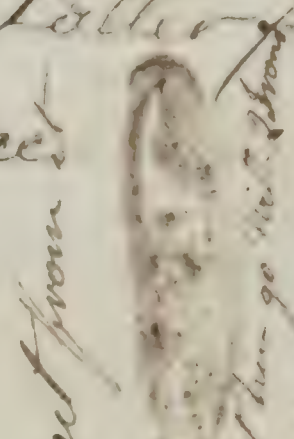


Friday January 11<sup>th</sup> 1839.

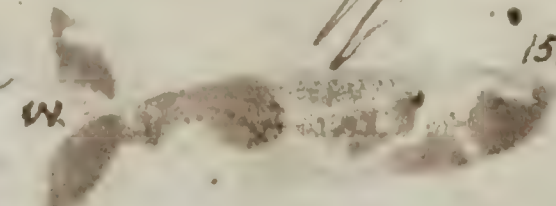
First part of this day strong gales from WNW, with a bad sea on, at 1 P.M. commenced cutting the whale, at 2 P.M. saw the science take a whale; at 5 P.M. whale all in, at sunset took in sail, middle & latter part strong gales from WNW, at 10 A.M. saw 2 whales, lowered, could not strike, so ends this day employed in boiling, ship science in sight boiling.

Lat. by Obs. 41° 42' South Long. by Chro. 82° 40' East.

Saturday January 12<sup>th</sup> 1839.

First part of this day strong gales from WNW, with a large sea, employed in boiling, ship science in sight, boiling, middle & latter part fine weather at 4 A.M. saw whales, waist boat struck one  & cut from it could not save it, at 10 A.M. lowered again, so ends this day boats of chasing whales, ship science in sight. No Obs.

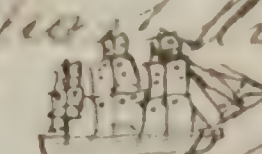
Sunday January 13<sup>th</sup> 1839

First part of this day fine weather boats off chasing whales, at 1 P.M. waist boat struck & killed one  along side, at sunset all in, had 2 Irons in it belonging to ship science; at 3 P.M. saw ship science take a whale, middle & latter part strong gales from WNW, at 9 A.M. saw a number of whales, lowered could not fasten, so ends this day, boiling, science in sight. Lat. by Obs. 40° 59' South. Long. by Chro. 82° 54' East.

Monday January 14<sup>th</sup> 1839.

First part of this day strong gales from N, flying by, employed in boiling & blowing down, ship science in sight boiling, middle part blowing a gale from W, at 10 evening cooled the by works, raining heavy, so ends this day, blowing a gale. Lat. by Obs. 41° 11' South.

Tuesday January 15<sup>th</sup> 1839.

First part of this day blowing a gale from W, middle & latter part the same at 9 A.M. took in the main top sail, so ends this day.  Ship Mary.

Wednesday January 16<sup>th</sup> 1839.

First part of this day blowing a gale from W, with a heavy sea raining, at 4 P.M. washed the waist boat in on deck, both Davits also, washed away bull works &c. middle part much the same ~~ends this day~~. latter part more moderate at 11 P.M. let the main top sail, at noon spoke ship Mary of New Bedford, 6.50 AM, so ends this day. No Obs.



Thursday January 17<sup>th</sup> 1839

First part of this day more moderate at 1 P.M. commenced stowing down Oil, at 6 P.M. commenced loading, Middle & Latter part, moderate. So ends this day employed in stowing up Decks. Ship Mary in sight Lat. by Obs. 40° 17' South. Long. by Chro. 83° 04' East.

Friday January 18<sup>th</sup> 1839.

First part of this day fine weather, employed in Ship's duty, wind from W.N.W. at 3 P.M. spoke Ship Mary, Middle & Latter part fine weather, at 7 A.M. saw a school of sperm whales to the windward lowered, but could not strike. So ends this day Ship Mary in sight Lat. by Obs. 41° 14' South. E.

Saturday January 19<sup>th</sup> 1839

First part of this day fine weather, moderate breezes from N.N.W. Ship Mary in sight, at sunset took in sail, Middle & Latter part steering S.E. So ends this day steering S.E. Ship Mary in sight. Lat. by Obs. 41° 54' South. Long. by Chro. 84° 37' East.

Sunday January 20<sup>th</sup> 1839.

First part of this day fresh gales from N. steering E.S.E. Ship Mary in sight, at sunset close reefed the fore & main top sails, Middle & Latter part blowing strong at 8 A.M. took in the fore top sail & fore sail, So ends this day Ship Mary in sight, blowing a gale from N.

Monday January 21<sup>st</sup> 1839

First part of these 24 hours blowing a gale from N. with a heavy sea, lying by under close reefed Main Top sail, Ship Mary in sight. Thick, hazy, Middle & Latter part more moderate at daylight made sail & steered E.N.E. at 8 A.M. saw 2 whales, going quick to the windward, lowered, could not strike, came on board again. So ends this day plenty of porpoises in sight, Ship Mary in sight, Lat. by Obs. 42° 01' South.

Tuesday January 22<sup>nd</sup> 1839.

First part of this day fresh breezes from N.W. steering E.S.E. at 2 P.M. saw 2 right whales, lowered the boat, Lardner boat struck one ~~of~~ & killed it at 3 P.M. took it alongside, at 4 commenced cutting at 7 a.m. & took in sail, Ship Mary to the lowered, at 10 a.m. took in the fore sail & turned up the waist boat, rapid blowing strong from W.N.W. with lightning, at 11 a.m. took in Middle & Latter part much the same. So ends this day lying by under close reefed Main Top sail, blowing a gale from W. with a large sea. Lat. by Obs. 42° 32' South.



Wednesday January 23<sup>rd</sup> 1839.

First part of this day blowing a gale from W, with a heavy sea running, lying by under close reefed M<sup>ain</sup> & T<sup>ail</sup> sail, with a whale in the blubber room, Middle & Latter part much the same so ends this day blowing heavy from WNW, lying by under close reefed M<sup>ain</sup> & T<sup>ail</sup> sail.

Thursday January 24<sup>th</sup> 1839

First part of this day blowing a gale from WNW, with a heavy sea running, lying by under close reefed Main & T<sup>ail</sup> sail, with a whale in the blubber room, Middle part more moderate with rain, Latter part moderate wind from WNW, with a large sea, at daylight commenced boiling the whale so ends this day boiling.

Lat. by Obs. 41° 44' South. Long. by Chro. 89° 07' East.

Friday January 25<sup>th</sup> 1839.

First part of this day moderate wind from WNW with a large swell, all hands employed in boiling, Middle part much the same, Latter part rainy, so ends this day, boiling, steering E.

Lat. by Obs. 41° 32' South.

Saturday January 26<sup>th</sup> 1839.

First part of this day fresh breezes from W, steering ESE, at 2 P.M. finished boiling, at sunset took in sail, & left to the wind, Middle & Latter part raged, so ends this day employed in stowing down oil, Lat. by Obs. 41° 07' South.

Sunday January 27<sup>th</sup> 1839.

First part of this day raged, employed in stowing down oil, wind from NW, Middle part calm, Latter part moderate breezes from NNE, steering SSE, so ends this day, drying & stowing bone.

Lat. by Obs. 41° 22' South. Long. by Chro. 90° 57' East.

Monday January 28<sup>th</sup> 1839.

First part of this day fresh breeze from NNE, & cloudy, steering SSE, at sunset took in sail, Middle & Latter part blowing strong, so ends this day steering SE wind SW.

Lat. by Obs. 42° 37' South.

Tuesday January 29<sup>th</sup> 1839.

First part of this day raged, strong gale from NW, steering SE, Middle & Latter part light rain from W, so ends this day steering SE, with all sail set.

Lat. by Obs. 42° 52' South.



Wednesday January 30<sup>th</sup> 1839.

First part of this day, light airs from W steering SE, at 2 PM. saw One Wright Whale, going in to the SW, about 25 fms, lowered the boats, & hoisted them again, could not strike, at sun set shortened sail, to close reefed fore & M Top sail, & Steered S, Middle part strong gales from W, at daylight set the top sail & M 7 Gallant sail, and steered SE, at 9 AM, took in M 7 Gallant sail, 10 close reefed the F & M 7 sails, so ends this day blowing heavy from NW, with a heavy sea running, steering ENE, heavy squalls, with rain. Lat. by Obs. 43° 41' South. Long. by Chro 94° 45' East.

Thursday January 31<sup>st</sup> 1839.

First part of this day blowing a heavy gale from NW, with heavy squalls, steering ENE, under close reefed F & M 7 sails, at 3 PM, took in the waist boat & secured the quarter boat, at 7 PM set the watch whole watches, Middle part the same, latter part more moderate, at 9 AM, set whole top sail, so ends this day blowing strong & squally from NW, steering ENE. Lat. by Obs. 42° 20' South.

Friday February 1<sup>st</sup> 1839.

First part of this day blowing strong & squally, from NW, steering ENE, under fore & M top sail & jib, Middle & latter part more moderate, at daylight set Main sail & M 7 Gallant sail, so ends this day steering ENE, Lat. by Obs. 40° 12' S. Long. by Chro. 101° 28' East.

Saturday February 2<sup>d</sup> 1839.

First part of this day fresh gales from W, steering ENE, at 2 PM set F 7 Gallant sail & F 7 Mast Hudding sail, heavy weather, Middle part much the same, so ends this day light airs & calms. Lat. by Obs. 39° 21' South. Long. by Chro 102° 55' East.

Sunday February 3<sup>d</sup> 1839.

First part of this day light airs & calms from SW, at 1 PM, bent the M 7 sail, at sunset light airs from NNE, Middle part light breeze from NE, latter part much the same, at sun rise sent down the Main Top sail. yard. So ends this day all hands employed in repairing M 7 sail & fitting the yard, steady weather. Lat. by Obs. 38° 22' South. Long. by Chro. 104° 38' East.

Monday February 4<sup>th</sup> 1839.

First part of this day moderate wind from SE, all hands employed in repairing M 7 sail & yard, at sunset bent the M 7 sail, steering East, by the wind, Middle part much the same, latter part blowing strong from NNE, at 10 AM, double reefed the top sail, so ends this day. Lat. by Obs. 39° 15' South. Long. by Chro. 106° 53' East.



Tuesday February 5<sup>th</sup> 1839.

First part of this day blowing strong from NNE, steering Eastward by the wind, at 5 PM took in the jib, at 10 Evening wind shifted from NNE to N, Middle part steering NE by N, Latter part strong gales from N & W, at 9 AM set the top sails, Main top Gallant sail so ends this day raged. Lat. by Obs.  $38^{\circ}00'$  South. Long. by Chro.  $108^{\circ}28'$  East.

Wednesday February 6<sup>th</sup> 1839.

First part of this day blowing heavy from SW, with a large sea running, steering NE by N, at 6 PM took in jib & main sail & double reefed the top sails, squally, & a bad sea, Middle & Latter part much the same, at daylight set whole top sails & jib, so ends this day squally steering NE by N. Lat. by Obs.  $35^{\circ}37'$  South. Long. by Chro.  $110^{\circ}07'$  East.

Thursday February 7<sup>th</sup> 1839.

First part of this day strong gales from SW, steering NE, heavy & squally weather, Middle & Latter part much the same, so ends this day fine weather, all hands employed in staking the Anchors & putting them on the bon.

Lat. by Obs.  $34^{\circ}18'$  South. Long. by Chro.  $111^{\circ}43'$  East.

Friday February 8<sup>th</sup> 1839.

First part of this day fresh gales from SSW, steering ENE, at sunset shortened sail, Middle part lying by, at daylight made sail & steered NE, so ends this day the watch employed in fitting ship, light wind from S, with a heavy swell running.

Lat. by Obs.  $33^{\circ}27'$  South, Long. by Chro.  $112^{\circ}13'$  East.

Saturday February 9<sup>th</sup> 1839.

First part of this day moderate gales from S steering Eastward, a heavy swell from S, at sunset took in top gallant sail & jib, double reefed the top sails, Middle & Latter part much the same at daylight set the jib, Main top Gallant sail, so ends this day steering by the main Eastward, wind ESE, Long. by Liner,  $113^{\circ}26'$  East.

Lat. by Obs.  $32^{\circ}21'$  South. Long. by Obs.  $113^{\circ}23'$  East.

Sunday February 10<sup>th</sup> 1839.

First part of this day strong gales from ESE, to SSE, steering by the wind N Eastward, at sunset took in M top Gallant sail, Middle & Latter part much the same, at 10 AM, set the Main sail, so ends this day, raged, blowing strong from SSE.

Lat. by Obs.  $31^{\circ}57'$  North Long. by Liner,  $114^{\circ}42'$  East

" " Chro.  $114^{\circ}58'$  East.



Monday February 11<sup>th</sup> 1839.

First part of this day, strong gales from SSW steering Eastward by the wind, reefed, at 6 PM, double reefed the top sails, took in the jib & main sail, heavy, Middle part more moderate at day light set all sail, light airs from SSW, so ends this day.

Lat. by Obs.  $32^{\circ} 16'$  South. Long. by Chron  $115^{\circ} 37'$  East.

Tuesday February 12<sup>th</sup> 1839.

First part of this day fresh gales from SSW, steering E, at 2 PM saw Land bearing by Compass N E by N. Dist 15 Miles at sunset tooked Ship. Rottenest Island bearing N by N, 6 Miles, took in the top gallant sails, & double reefed the top sails, Middle part lying off & on, Latter part steering in for Gages Roads, Swan River. So ends this day fine weather. Lat. by Obs.  $31^{\circ} 57'$  South

Wednesday February 13<sup>th</sup>

First part of this day fine weather steering SE, for Gages Roads, Swan River, at 2 PM, set the Anchor go in 5 fathoms water, stay stay bearing ESE,  $\frac{1}{3}$  mile Dist, Middle & Latter part lying at anchor, so ends this day employed in setting up Shocks, one watch on shore shore.

Thursday February 14<sup>th</sup> 1839

First part of this day fresh gales from SSW, lying at anchor in Gages Roads, Swan River, employed in setting up Shocks. Middle & Latter part the same (Ship, Russell, 1200 cbls Sper Oil, Marthon 700 cbls whale, Roscoe all of New Bedford, & Ship Bengal of Salem 700 cbls whale.)

Friday February 15<sup>th</sup> 1839

First part of this day lying at anchor at anchor in Gages Roads, Swan River, employed in setting up Shocks, one watch on shore, at dark all off, Middle & Latter part much the same, so ends this day, one watch on shore.

Saturday February 16<sup>th</sup> 1839.

First part of this day fine weather lying at anchor in Gages Roads, one watch on shore, at dark all on board excepting the Cooper, Ulrich Penney, Henry M Sheffield, & the Blacksmith at 7 AM, Cooper & Sheffield, came on board, so ends this day one watch on shore.

Sunday February 17<sup>th</sup> 1839.

First part of this day lying at anchor in Gages Roads one watch on shore, at sunset all the watch on board, Middle & Latter part strong wind from E, so ends this day, (at  $4^h 50' 20''$  PM, Chronometer  $115^{\circ} 24'$  East —  $10'$  to pare West.)



T. Monday February 18<sup>th</sup> 1839

First part of this day fine weather. at 3 P.M. Barke Russell  
hoist anchor & went to sea, at sunset the watch came on  
board Middle & Latter part much the same at sunrise the  
ship Bengal of Salem hoist anchor & went to sea. So ends this day

T. Tuesday February 19<sup>th</sup> 1839.

First part of this day fine weather lying at anchor at Swan River  
Middle & Latter part much the same So ends this day, painting.

T. Wednesday February 20<sup>th</sup> 1839

First part of this day strong gales from WNW, employed in painting  
ship, Middle & Latter part much the same, So ends this day.

T. Thursday February 21<sup>st</sup> 1839.

First part of this day Moderate. employed in painting ship, Middle  
& Latter part the same, So ends this day fresh gales from NW

T. Friday February 22<sup>nd</sup> 1839.

First part of this day strong gales from NW, lying at anchor in  
Gages Roads, Swan River, Middle & Latter part much the same So ends  
this day, employed in painting, one boats crew on shore filling water.

T. Saturday February 23<sup>rd</sup> 1839.

First part of this day strong gales from W, lying at anchor in gages roads,  
Swan river, Middle & Latter part much the same, at 8 A.M. took a  
raft of water on board, So ends this day one ship in sight bound in

T. Sunday February 24<sup>th</sup> 1839.

First part of this day strong gales from SW by S, at 2 P.M. ship  
Mary came in to anchor, Middle & Latter part Moderate So ends  
this day lying at anchor in Gages Roads, Freemantle, Swan River.

T. Monday February 25<sup>th</sup> 1839.

First part of this day fresh gales from SSW, lying at anchor in  
gages Roads, Swan River, Middle & Latter part much the same,  
So ends this day lying at anchor, at Swan river, employed in stowing water.

T. Tuesday February 26<sup>th</sup> 1839.

First part of this day fresh gales from SW, lying at anchor in gages Roads,  
Middle & Latter part much the same So ends this day employed in stowing <sup>water</sup>

T. Wednesday February 27<sup>th</sup> 1839.

First part of this day strong gales from S, lying at anchor at Swan  
River, Middle & Latter part much the same So ends this day taking potatoes  
on board.

T. Thursday February 28<sup>th</sup> 1839.

First part of this day light airs from SE, lying at anchor in gages Roads,  
Middle & Latter part the same. So ends this day, this day I  
shipped for Williams, we have at this date 1000 lbs. whale oil on board.



T. Friday March 1<sup>st</sup> 1839.

First part of this day calm, lying at anchor in Gages Roads Swan River, Middle & Latter part Much the same, so ends.

T. Saturday March 2<sup>d</sup> 1839.

First part of this day calm Moderate breezes from S, lying at anchor in Gages Roads, Swan River, Middle & Latter part Much the same so ends this day strong gales from S.W.

T. Sunday March 3<sup>d</sup> 1839.

First part of this day strong gales from S.W. lying at anchor in Gages Roads, Swan River, Middle & Latter light airs from N.W. so ends.

T. Monday March 4<sup>th</sup> 1839.

First part of this day light airs from N.W. lying at anchor in Gages Roads Swan River, Middle & Latter part Much the same, so ends this day.

T. Tuesday March 5<sup>th</sup> 1839.

First part of this day light airs from S.W. lying at anchor in Gages Roads, Swan River, Middle & Latter part Much the same, (one boat crew up the Swan River, 30 miles after deersters, took them & lost them again, at 7 A.M. boat arrived to the ship again so ends this day fine weather.

Wednesday March 6<sup>th</sup> 1839.

First part of this day fine weather light airs from S.E. at 3 P.M. raised anchor & left the roads, <sup>Ship Martha in company.</sup> One brig working in to the harbour. Middle part lying off & on the Island of Rottenest, Latter part strong gales from S.E. by E, at 8 P.M. boat went on shore, at 10 came on board with cabbages, squared the yards and went to sea, ships Mary & Martha in company, so ends this day strong gales.

Thursday March 7<sup>th</sup> 1839.

First part of this day strong gales from S.E. steering W. ships Mary & Martha in company, at 5 P.M. double reefed the top sails Middle & Latter part more moderate, so ends this day fine weather ships Mary & the Martha in sight.

Lat. by Obs.  $32^{\circ} 37' S$ . Long. by Chr.  $113^{\circ} 27' East$ .

Friday March 8<sup>th</sup> 1839.

First part of this day moderate breezes from S.E. ships Mary & the Martha in company, at sunset double reefed the top sails, Middle & Latter part Much the same so ends this day ships Mary & Martha in sight, Lat. by Obs.  $32^{\circ} 46' S$  Long.  $112^{\circ} 39' East$ .

Saturday March 9<sup>th</sup> 1839.

This day commences with fine weather moderate gales from S.W. at 1 P.M. saw ship Mary take a sperm whale, at 4 P.M. saw sperm whales however, could not strike, ship Martha in company,



Middle & latter part strong gales from S, at 6 AM, saw Sperm  
Whale to the windward, so ends this day raged. Steering Eastward by the W.  
Lat. by Obs.  $32^{\circ} 43'$  South. Long. by Chro.  $113^{\circ} 36'$  East.

Sunday March 11<sup>th</sup> 1839.

This day commences with raged weather, strong gales from S, at 4 PM, double  
reefed the top sails, saw Sperm Whales, lowered the boats, waist boat struck  
and drowned, lost the whale, came on board & took in the fore top sail  
blowing strong, at dark saw black fish, Middle part much the same  
Latter part fresh gales from SE, steering Southward by the Wind  
Lat. by Obs.  $32^{\circ} 57'$  South

Monday March 11<sup>th</sup> 1839.

First part of this day Moderate breezes from SSE, at 2 PM, took  
ship to Eastward, saw breaches, Middle part much the same, Latter  
part Moderate breezes from W, steering East.

Lat. by Obs.  $33^{\circ} 02'$  South. Long. by Chro.  $114^{\circ} 38'$  East.

Tuesday March 12<sup>th</sup> 1839.

This day commences with light airs from WSW & fine weather, steering  
SE, middle & latter part much the same, at 10 AM, saw the  
Island of Rottenest bearing SE by N. Dist 15 miles. So ends this  
day steering in for the land. Lat. by Obs.  $32^{\circ} 11'$  South.

Wednesday March 13<sup>th</sup> 1839.

First part of this day fine weather - fresh gales from SW. at  
3 PM, boat went on shore at Rottenest Island from  
thence to Swan River, in pursuit of three deserters, the ship  
went to sea again.

Thursday March 14<sup>th</sup> 1839.

First part of this day fine weather, Moderate breezes from SW,  
at 3 PM, the ship Arrived in Tompkins Bay, Rottenest Island  
& sent a boat on shore for myself, came on board & at 4 PM, I  
shaped the course for Swan River, at 7 PM, dropped anchor  
in 5 fathoms water, flag staff bearing E by N. Dist  $\frac{3}{4}$  of a mile  
Middle & latter part lying at anchor, so ends this day.

Friday March 15<sup>th</sup> 1839.

First part of this day lying at anchor at Swan River, fine  
weather, at 5 PM, shipped a man by the name of Thomas Condon  
for the remainder part of the voyage, at this date we have one thousand  
lbs. Whale Oil on board, which he is not to have any share off. at 8 PM,  
all hands on board, Latter part much the same at sunrise raised  
anchor & went to sea, so ends this day at Tompkins Bay bearing  
SW, Dist 1 mile. (could not obtain either of the bearings.)



Thursday March 21<sup>st</sup> 1839.

First part of this day strong gales from S, steering NW, at 2 PM, west end of Rottenest Island bor S, Dist 12 Miles, Middle Part Much the same, Latter part Moderate gales from ESE, with a large swell, so end this day, steering NW, in the eve.  
Lat. by Obs.  $31^{\circ} 08'$  South. & Lon. by Chro.  $112^{\circ} 29'$  East.

Friday March 22<sup>d</sup> 1839.

First part of this day fresh gales from SSE, steering NW, at Sunset took in the jib & Main sail, double reefed the Topsails, Middle & Latter part blowing heavy from SE, with a heavy sea running so ends this day steering NW, under double reefed Topsails & Fore sail.  
Lat. by Obs.  $30^{\circ} 08'$  South. & Lon. by Chro.  $110^{\circ} 30'$  East.

Saturday March 23<sup>d</sup> 1839.

First part of this day blowing strong from SE, with a large sea running, steering NW, Middle & Latter part more moderate, so ends this day fine weather steering NW, employed in ship's duty.  
Lat. by Obs.  $28^{\circ} 40'$  South. & Long. by Chro.  $109^{\circ} 10'$  East.

Sunday March 24<sup>th</sup> 1839.

First part of this day fine weather light breezes from SE, steering NW, Middle & Latter part much the same, steering ENE, so ends.  
Lat. by Obs.  $27^{\circ} 54'$  South. & Long. by Chro.  $110^{\circ} 24'$  East.

Monday March 25<sup>th</sup> 1839.

First part of this day rugged, strong gales from SSE, steering ENE, at sunset double reefed the topsails, Middle & Latter part blowing heavy from S, steering NE, so ends this day, heavy sea.  
Lat. by Obs.  $26^{\circ} 26'$  South. & Lon. by Chro.  $111^{\circ} 55'$  East.

Tuesday March 26<sup>th</sup> 1839.

First part of this day blowing a gale from S, with a heavy sea running, steering N, at sunset close reefed the Main Top sail & took in the Fore sail, left to the wind, saw passengers, Middle & Latter part the same, so end this day, blowing a gale from S.  
Lat. by Obs.  $25^{\circ} 51'$  South. & Lon. by Chro.  $111^{\circ} 30'$  East.

Wednesday March 27<sup>th</sup> 1839.

First part these 24 hours blowing a gale from South, with a heavy sea running, lying by under close reefed Main Top sail & Fore Topmast stay sail, Middle & Latter part the same so ends this day.  
Lat. by Obs.  $25^{\circ} 38'$  South. & Long. by Oct.  $111^{\circ} 00'$



Thursday March 28<sup>th</sup> 1839

First part of this day blowing a gale from S.E., at 10 Evening turned the Starboard boat up, Middle & Latter part blowing a tremendous gale, with a very heavy sea running, at 9 A.M. took in the Main Top Sail, ~~thus~~ so ends this day, lying by under bare poles. No Obs. lat. by alt. 25° 18' South, Long. by alt. 110° 20' E.

Friday March 29<sup>th</sup> 1839

First part of this day blowing a tremendous gale from South lying by under bare poles, at 3 P.M. washed away bulk works & gangway board, & stove the Starboard boat, at 8 P.M. boned away the jib off the boom, Middle part ~~Moderate~~ Moderate at 12 Midnight set the Main Spencer, Latter ~~Moderate~~ Moderate from S.W. with a heavy swell running, at day light set close reefed Main Top Sail & Fore Sail, Fore Topmast Stay Sail, so ends this day employed in repairing Starboard boat. Lat. by Obs. 25° 09' South. Long. by alt. 109° 52' East.

Saturday March 30<sup>th</sup> 1839

First part of this day Moderate Wind from S.W. with a heavy swell running, employed in repairing damages, Middle & Latter part Moderate, at day light Made Sail & Steered N, at 7 A.M. bent & bent a jib, so ends this day employed in repairing boat & jib, fine weather, Not any thing in sight, wind South. Lat. by Obs. 24° 35' South. Long. by Chro. 108° 18' East.

Sunday March 31<sup>st</sup> 1839

First part of this day fine weather Moderate breeze from S, Employed in repairing sails & boat, at sunset shortened Sail, Middle & Latter part Much the same, so ends this day Lat. by 23° 41' South, Long. by Chro. 109° 44' East.

Monday April 1<sup>st</sup> 1839

First part of this day fine weather, light breezes from S, employed in repairing sails & boat, at 5 P.M. saw a spout of a Whale, Mid & Latter part Much the same, so ends this Moderate breeze from S.E., steering Eastward, Employed in repairing boat &c. Lat. by Obs. 23° 11' South, Long. by Chro. 110° 59' East.

Tuesday April 2<sup>d</sup> 1839

First part of this day fine weather Moderate gales from S.E., steering Eastward employed in repairing sails & boat &c. at sunset shortened sail, Middle part Much the same, Latter part strong gales from S.E., so ends this day steering E by N, employed in repairing sails, boat &c.

Lat. by Obs. 22° 54' South. Long. by Chro. 112° 48' East.



Wednesday April 3<sup>rd</sup> 1839.

First part of this day strong gales from South, steering E by N, employed in repairing sails, boat, not any thing in sight, Middle & Latter part much the same, at daylight set double reefed Top sails & Steered ENE, at noon saw land bearing East by Compass, dist. 25 Miles, so ends this day strong gales from South. Lat. by Obs. 22° 24' South. Long. by Chro. 113° 24' East.

Thursday April 4<sup>th</sup> 1839

First part of this day strong gales from South, steering E, land in sight, (West coast of New Holland) at 2 P.M. squared the yards & Steered N, land 15 Miles dist. at sunset left to the wind heading Westward & took in sail Middle part moderate, latter part fine weather, bent the old jib & red fore Top sail. So ends this day employed in repairing fore Top sail.

Lat. by Obs. 21° 21' South Long. by Chro. 113° 08' East.

Friday April 5<sup>th</sup> 1839.

First part of this day fine weather light air from S, steering NE at 5 P.M. saw sperm whales, Larbord boat struck line parted, lost the whale, came on board & took in sails, whales in sight, Middle & Latter part the same, at <sup>daylight</sup> made sail, at 9 A.M. saw sperm whales to the windward going quick to the SW, So ends this day employed in repairing fore Top sail.

Lat. by Obs. 20° 57' South Long. by Chro. 113° 20' East.

Saturday April 6<sup>th</sup> 1839.

First part of this day fine weather, light breeze from SSW at 2 P.M. saw sperm whales breaching,

Middle & Latter part strong gales from SSE, so ends this day.

Lat. by Obs. 20° 28' South. Long. by Chro. 113° 55' East.

Sunday April 7<sup>th</sup> 1839.

First part of this day fresh gales from S steering NE, at 5 P.M. saw a number of whale spouts, caught them sperm whales, at dark took in sail, Middle & Latter part fine weather so ends this day. (at sunrise saw a breach)

Lat. by Obs. 19° 53' South. Long. by Chro. 114° 31' East.

Monday April 8<sup>th</sup> 1839.

First part of this day fine weather light breeze from South Middle & Latter part the same, so ends this day, not any thing in sight employed in repairing fore Top sail.

Lat. by Obs. 19° 09' South Long. by Chro. 114° 51' East.

One line parted, lost the whale with 2 sperm.





Ship. *Hurcules*

Tuesday April 9<sup>th</sup> 1839.

First part of this day fine weather light breeze from S. Course  
N E, at 5 P.M. saw black fish & fin backs, Middle &  
Latter part the same, at daylight made sail, 2 ships  
in sight, at 9 A.M. spoke ship *Hurcules*, chase of  
Nelson Bedford 800 bls. sperm oil, so ends this day fine weather

Wednesday April 10<sup>th</sup> 1839.

First part of this day fine weather light breeze from SE,  
Ship *Hurcules* in company, Middle & Latter part the  
same steering N E, so ends this day ship *Hurcules* in sight  
Lat. by Obs. 17° 41' South. Long. by Chro. 114° 52' East.

Thursday April 11<sup>th</sup> 1839.

First part of this day fine weather light breeze from ESE.  
steering N E, ship *Hurcules* in sight at sunset shortened  
sail, Middle & Latter part much the same, so ends this  
day ship *Hurcules* in sight, saw a plenty porpoises. (Sun E.)  
Lat. by Obs. 16° 24' South. Long. by Lunar 115° 20' E. by Chro. 115° 07' East.

Friday April 12<sup>th</sup> 1839.

First part of this day fine weather at 2 P.M. picked up a  
top gallant yard & a lower studding sail <sup>both painted white</sup> swing beam, at 3 P.M.  
spoke ship *Hurcules* & she had picked up a 240 gal. cask  
of whale oil (in sight of us, at the same time) with David  
Brayton Brand on it, Middle & Latter part light air  
from SE, steering southward by the wind at 5 A.M. tacked  
ship, so ends this day calm, ship *Hurcules* in sight.  
Lat. by Obs. 16° 33' South. Long. by Chro. 114° 56' East.

Saturday April 13<sup>th</sup> 1839.

First part of this day light air from SE, ship *Hurcules*  
in sight, at 5 P.M. saw a breach, Middle & Latter part  
much the same, at 9 A.M. Capt Long of Barque Russell  
came on board, had been dismasted about 30 days previous,  
had picked up 3 empty oil casks, marked D.P. 5 days  
previous. So ends this day Barque Russell & ship *Hurcules* in sight.  
Lat. by Obs. 16° 15' South. Long. by Chro. 115° 21' East.

Sunday April 14<sup>th</sup> 1839.

First part of this day light air & calms from SE, Barque  
Russell, & ship *Hurcules* in sight, Middle & Latter part  
calm, so ends this day calm ship *Hurcules* & Barque Russell in sight.  
Lat. by Obs. 16° 25' South. Long. by Chro. 115° 17' East.



Monday April 15<sup>th</sup> 1839.

First part of this day calm, Ship Herculides & Barque Russell in sight, at Sunset shortened sail, Middle & Latter part moderate, at 7 AM, loaded Barque Russell the old boat for towline paid the difference in cash \$9.00 so ends this day Ship Herculides & Barque Russell in sight Lat. by Obs. 16° 50' South

Tuesday April 16<sup>th</sup> 1839.

First part of this day thick cloudy weather, light air from SSE, at 3 PM, wind shifted to North with rain, at sunset wind from SW, Ship Herculides & the Barque Russell in sight Middle & Latter part much the same so ends this day thick rainy weather, Barque Russell in sight. No Obs.

Wednesday April 17<sup>th</sup> 1839.

First part of this day thick cloudy weather, Middle & Latter part much the same, so ends this day steering Eastward, wind from SSE, with rain, Barque Russell in sight. No Obs.

Thursday April 18<sup>th</sup> 1839.

First part of this day thick rainy weather, wind from SE, steering Eastward, Barque Russell in sight, Middle & Latter part much the same, so ends this day light variable air from all parts of the compass, Barque Russell & one other sail in sight.

Thick, cloudy, & rainy weather No Obs. Lat. by Oct. 17° 36' South. Long. by Oct. 114° 36' East.

Friday April 19<sup>th</sup> 1839.

First part of this day light air & Calms from all points of the Compass, with rain, Barque Russell & one other sail in sight, Middle & Latter part the same, so ends this day, 2 sails in sight, thick, cloudy, rainy, weather Lat. by Obs. 17° 33' South. Lat. by Double Alt. 17° 33' at 11 AM, Long. by Chron. 114° 56' East.

Saturday April 20<sup>th</sup> 1839.

First part of this day thick rainy weather, steering Eastward wind SSE, at 3 PM, tacked ship to Southward, wind ESE, 3 sails in sight, at sunset shortened sail, Middle & Latter part much the same, at daylight made sail, so ends this day Ship Herculides & Two Brothers, Barque Russell in sight, at noon saw the Russell whaling. Lat. by Obs. 17° 44' South. Long. by Oct. 115° 30' East.

Sunday April 21<sup>st</sup> 1839.

First part of this day fine weather, Barque Russell & Herculides, & Two Brothers in sight, (2 Brothers 6 Month Oct, 120 lbs. sperm Oil, at 4 PM, saw sperm whales going quick to the windward SE, lowered gave chase, at dark came on board & took in 200 Gallant Hail's Fly jib



& Main Sail, Middle & Latter part thick rainy weather, so ends  
this day, Barque Russell & 2 other sails in sight. Calm.

Lat. by Obs.  $17^{\circ}52'$  South. Long. by Chro.  $116^{\circ}32'$  East.

Monday April 22<sup>d</sup> 1839.

First part of this day light variable airs & calms, thick, heavy,  
rainy weather, Barque Russell & 2 other sails in sight, at 7 PM,  
saw one sperm whale, one rising, thick & rainy, could not see  
him again, Middle & Latter part calm, so ends this day 4 sails in  
sight. Lat. by Obs.  $17^{\circ}51'$  South. Long. by Chro.  $116^{\circ}48'$  East.




Ship Triton

Tuesday April 23<sup>d</sup> 1839.

First part of this day calm, at 2 PM, went on board Ship Triton  
of New Bedford, 50 month out 350 lbs. sperm oil, Ship Martha  
in sight boiling, Barque Russell & one other sail in sight,  
Middle & Latter part light airs & calms, so ends this day 6 sails in sight.

Lat. by Obs.  $17^{\circ}50'$  South. Long. by Chro.  $116^{\circ}28'$  East.

 Clifford Waine, Martha, Two Brothers. Wednesday April 24<sup>th</sup> 1839.

First part of this day light airs & calms, at 4 PM, spoke ship Clifford  
Waine 1150 lbs. sperm oil, Ship Martha 600 W. 200 sperm oil, both  
of Fairhaven, Ship Two Brothers 120 lbs. S. oil, of New Bedford, Middle  
& Latter part light airs from SSE, so ends this day Ship Martha in sight.

Lat. by Obs.  $17^{\circ}44'$  South. Long. by Chro.  $116^{\circ}48'$  East.

Thursday April 25<sup>th</sup> 1839.

First part of this day light airs from SSE, employed in ships duty,  
Ship Martha in sight, Middle & Latter part the same so ends  
this day Ship Martha in sight.

Lat. by Obs.  $17^{\circ}45'$  South. Long. by Chro.  $115^{\circ}16'$  East.

Friday April 26<sup>th</sup> 1839.

First part of this day light from SSE, Ship Martha in sight,  
Middle & Latter part Much the same, at 9 AM, saw  
2 sails, so ends this day Ship Martha in sight.

Lat. by Obs.  $18^{\circ}22'$  South. Long. by Chro.  $115^{\circ}10'$  East.

Saturday April 27<sup>th</sup> 1839.

First part of this day light breezes from SSE & fine weather,  
Ship Martha in sight, Middle & Latter part Much the same  
so ends this day fine weather, Ship Martha in sight.

Lat. by Obs.  $18^{\circ}58'$  South. Long. by Chro.  $114^{\circ}32'$  East.

Sunday April 28<sup>th</sup> 1839.

First part of this day light breezes from SSE, Ship Martha in sight,  
Middle & Latter the same, so ends this day Ship Martha in sight.

Lat. by Obs.  $19^{\circ}27'$  South. Long. by Chro.  $114^{\circ}04'$  East.



Monday April 29<sup>th</sup> 1839

First part of this day light airs from SE, steering Southward by the Wind Ship Martha in sight, Middle & Latter part the same to ends this day, fine weather, & no Whales, Ship Martha in sight.

Lat. by Obs.  $20^{\circ} 18'$  South. Long. by Chro.  $113^{\circ} 22'$  East.

Tuesday April 30<sup>th</sup> 1839

First part of this day light breeze from SE, steering Southward by the Wind at 3 PM, saw a number Sulphur bottom's breaching, Ship Martha in sight, Middle & Latter part the same, to ends this day, saw plenty of Sulphur bottom's, finbacks &c. Ship Martha in sight.

Lat. by Obs.  $20^{\circ} 57'$  South. Long. by Chro.  $113^{\circ} 02'$  East.

Wednesday April May 1<sup>st</sup> 1839.

First part of this day fine weather light airs from NE, steering SSE, Ship Martha in sight Middle & Latter part much the same, to ends this day, Ship Martha in sight, fine weather & no Whales.

Lat. by Obs.  $21^{\circ} 10'$  South. Long. by Chro.  $113^{\circ} 21'$  East.

Thursday May 2<sup>nd</sup> 1839.

First part of this day fine weather, light airs from SSW, Ship Martha in sight, at sunset backed Ship to the Westward, & took in top gallant sails, Middle & Latter part strong gales from S, at 10 PM, took in fore top gallant sail & Mizen Top sails, to ends this day Ship Martha in sight.

Lat. by Obs.  $21^{\circ} 17'$  South. Long. by Chro.  $113^{\circ} 15'$  East.

Friday May 3<sup>rd</sup> 1839.

First part of this day strong gales from S, at 2 PM, took in M<sup>z</sup> Gallant sail, at 5 PM, Ship Martha ran down & spoke, at dark double reefed the top sails, & furled the Main sail, Middle part strong gales with a heavy sea, at 10 evening took in the jib, Latter part more moderate set jib & Main sail, to ends this day Ship Martha in sight.

Lat. by Obs.  $21^{\circ} 21'$  South. Long. by Chro.  $112^{\circ} 45'$  East.

Saturday May 4<sup>th</sup> 1839.

First part of this day strong gales from SSE, with a heavy swell, at sunset saw a whale breach, thought it to be a sperm whale, Ship Martha in sight, Middle & Latter part much the same, to ends this day steering S, wind ESE, Ship Martha in sight.

Lat. by Obs.  $21^{\circ} 57'$  South. Long. by Chro.  $112^{\circ} 31'$  East.

Sunday May 5<sup>th</sup> 1839.

First part of this day fresh gales from ENE, Ship Martha in sight, Middle & Latter part moderate breezes from N steering South, to ends this day Ship Martha in sight.

Lat. by Obs.  $23^{\circ} 04'$  South. Long. by Chro.  $112^{\circ} 05'$  East.



Monday May 6<sup>th</sup> 1839.

First part of this day fine weather light breeze from NW steering S. Ship Martha in sight, Middle & Latter part Much the same, at 5 AM, saw a sperm, so ends this day chasing the whale with the ship, steering NW, Ship Martha in company.

Lat. by Obs.  $23^{\circ}33'$  South. Long. by Chron.  $111^{\circ}45'$  East.

Tuesday May 7<sup>th</sup> 1839.

First part of this day fresh gales from SSE, at 1 PM, Starboard boat struck a sperm whale in company with ship Martha, and took it along side the Martha, at 4 PM, saw 2 large sperm whales bound SW, Middle & Latter part strong gales from SSE, at 5 AM, saw a sail, so ends this day one sail in sight.

Lat. by Obs.  $23^{\circ}35'$  South. Long. by Lunar,  $112^{\circ}09'$  East.



Addison

Wednesday May 8<sup>th</sup> 1839.

First part of this day strong gales from SSE, at 1 PM, spoke ship Addison of New Bedford, Capt. Tower, 4 Month out nothing Middle & Latter part more moderate so ends this day ships Martha & Addison in sight, Lat.  $23^{\circ}53'$  South. Long.  $111^{\circ}00'$  East.

Thursday May 9<sup>th</sup> 1839.

First part of this day moderate breeze from SSE, ships Addison & Martha in sight, at sunset saw a large sperm whale bound NW, Middle & Latter part Much the same so ends this day ship Martha in sight, & one other sail & boiling.

Lat. by Obs.  $23^{\circ}54'$  South. Long. by Chron.  $110^{\circ}35'$  East. Lunar.  $110^{\circ}28'$  East.

Friday May 10<sup>th</sup> 1839.

First part of this day fine weather moderate breeze from S by E, at 3 PM, saw a large sperm whale bound NW, at sunset the larboard boat struck the whale, ship Martha in sight Middle & Latter part Much the same fine weather, ships Martha & Addison in sight, with 800 lbs. sperm oil Lat. by Obs.  $23^{\circ}56'$  South. Long.  $110^{\circ}08'$  East.

Saturday May 11<sup>th</sup> 1839.

First part of this day fine weather moderate breeze from SSE, ships Martha & the Jaffan, in sight, Middle & Latter part very do so ends this day employed starting fresh water, ship Martha in sight (at 3 PM, took 7 cask of sperm oil on board from ship Martha, being our part of the whale that was taken in company.) Lat. by Obs.  $23^{\circ}22'$



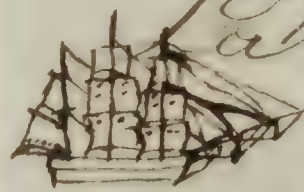
Sunday May 12<sup>th</sup> 1839.

First part of this day strong gales from SSE, lying under double reef Top sail employed in starting fresh weather. Ship Martha in sight. Middle & Latter part much the same so ends this day ship Martha in sight. Lat. 23° 48' S.

Monday May 13<sup>th</sup> 1839.

First part of this day strong gales from SSE, & raged, ship Martha in sight at 1 PM, saw a sperm whale, lost sight of it in the sunbeam, Middle & Latter part much the same so ends this day, raged, ship Martha in sight.

Lat. by Obs. 24° 12' South. Long. by Chro. 109° 47' East.



Huron.

Tuesday May 14<sup>th</sup> 1839.

First part of this day raged, strong gales from SSE, ship Martha in sight, Middle & Latter part the same, at 9 AM, spoke the Barque Huron, Barret of Hudson. 8 Months out & Wright Whales. So ends this day, raged, Huron & the Martha in sight.

Lat. by Obs. 24° 28' South. Long. by Chro. 109° 25' East.

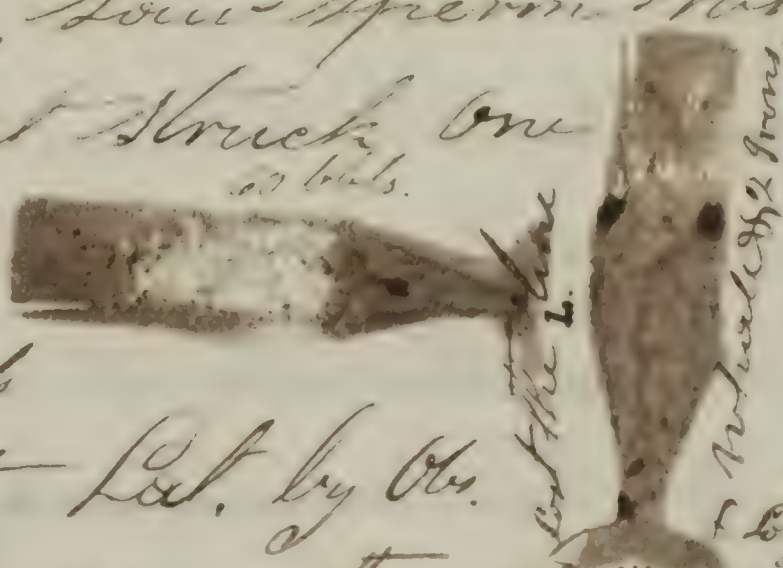
Wednesday May 15<sup>th</sup> 1839.

First part of this day raged, strong gales from SE, Huron & the Martha in sight, Middle & Latter part much the same so ends this day employed in repairing rotten cask, Martha & the Huron, in sight.

Lat. by Obs. 23° 29' South. Long. by Chro. 110° 27' East.

Thursday May 16<sup>th</sup> 1839.

First part of this day strong gales from SE, employed in repairing rotten cask, Barque Huron & ship Martha in sight, Middle & Latter part much the same, at 7 AM, saw 3 sperm whales lowered the boats at 8 AM, waist boat struck one line & whale, Carboard boat struck one other and saved it at 11 AM, took it along side, so ends whale along side, ship Martha in sight. Lat. by Obs. 22° 38' South. Long 110° 30' East.



Friday May 17<sup>th</sup> 1839.

First part of this day, strong gales from SE, employed in cutting the whale, ship Martha in sight, at sunset the body all in, Middle part lying by the head, Latter part much the same, employed in taking in the head, so ends this day, ship Martha in sight.

Lat. by Obs. 22° 26' South. Long by Chro. 110° 22' East.

Saturday May 18<sup>th</sup> 1839.

First part of this day strong gales from SE, employed in bailing & stowing cask, Middle & Latter part much the same so ends this day bailing, ship Martha in sight. Lat. by Obs. 22° 43' S. Long. by Chro. 109° 47' East.



Sunday May 19<sup>th</sup> 1839.

First part of this day fine weather, moderate breeze from ESE, employed in boiling, ship Martha in sight, Middle & Latter part the same, so ends this day, boiling, ship Martha in sight.

Lat. by Obs. 23° 21' South. Long. by Chro. 109° 46' East.

Monday May 20<sup>th</sup> 1839.

First part of this day fine weather, light breeze from ENE, ship Martha in sight, at 8 PM, finished boiling, Middle & Latter part much the same, at 11 AM, took in the fore topsail, so ends this day, rigged.

Lat. by Obs. 24° 00' South.

Long. by Obs. 110° 25' East.

Tuesday May 21<sup>st</sup> 1839.

First part of this day strong gales from NNE, at 3 PM, took in the fore sail & closed up the main top sail, at 5 PM, wind shifted suddenly from NNE to WNW, with rain, Middle & Latter part more moderate so ends this day, fresh gales from NE, ship Martha in sight.

Lat. by Obs. 23° 27' South. Long. by Chro. 111° 02' East.

Wednesday May 22<sup>d</sup> 1839.

First part of this day strong gales from NE, ship Martha in sight Middle & Latter part much the same so ends this day, strong breeze.

Lat. by Obs. 23° 01' South.



Hiburny.

Thursday May 23<sup>d</sup> 1839.

First part of this day fresh gales from SE, ship Martha & one other sail in sight, at 7 PM, spoke ship Hiburny of New Bedford, 2100 bbls. boat lying by another whale, Middle & Latter part much the same, at 10 AM, saw a sperm lowered 2 boats so ends this day boats off, ship Martha in sight.

Lat. by Obs. 23° 23' South Long. by Chro. 110° 31' East.



Huron, Jaffan, & Martha.

Friday May 24<sup>th</sup> 1839.

First part of this day fresh gales from SE, one sperm whale in sight to the windward, at 1 PM, boats came on board & got lines, at 2 PM, lowered again, ship Martha's boats struck the whale, came on board again, at 5 PM, spoke the Huron of Hudson, Middle & Latter part much the same, at 11 AM, spoke ship Jaffan of Nantucket 800 bbls. sperm oil, so ends this day, Huron, Martha, & Jaffan, in sight. Lat. by Obs. 22° 57' South. Long. by Chro. 110° 16' East.

Saturday May 25<sup>th</sup> 1839.

First part of this day light breeze from ENE, ships Martha, Jaffan & Parqua Huron in sight, Middle & Latter part much the same so ends this day, (ship Martha & 3 other ships in sight) employed in stowing down sperm oil.




Sunday May 26<sup>th</sup> 1839.

These 24 hours commences with light airs from ENE, & fine weather employed in stowing down sperm oil, ship Martha & 3 other sails in sight, Middle & Latter part Much the same so ends this day. 2 sail in sight. Lat. by Obs.  $23^{\circ} 08'$  South. Long. by Chro.  $110^{\circ} 08'$  East.

Monday May 27<sup>th</sup> 1839.

First part of this day fine weather; Moderate breeze from NNE, 3 ships in sight, Middle & Latter part of this Much the same so ends this day ships Titania, Jaffon & Martha in sight. Lat. by Obs.  $23^{\circ} 03'$  South. Long. by Chro.  $109^{\circ} 08'$  East.

Tuesday May 28<sup>th</sup> 1839.

First part of this day fresh gales from N, 3 ships in sight at 6 PM, saw killers, Middle & Latter part Much the same at 10 AM, saw 2 sperm whale, lowered the boats, waist boat struck  & saved it. So ends this day boats fast. Lat. by Obs.  $23^{\circ} 34'$  South. Long. by Obs.  $108^{\circ} 30'$  East.

Wednesday May 29<sup>th</sup> 1839.

First part of this day Moderate gales from N, boats off fast to a whale, at 3 PM, took the whale along side, got sinners & hooked on, at dark, lashed down, Middle part veered lying by the whale, at daylight veered ship & commenced cutting, blowing strong from S.W., whale sunk under the ship & parted the head rope, lowered ~~the~~ boat & made fast to it again, at noon had the body all in, so ends this day lying by the head. Blowing heavy. Lat. by Obs.  $23^{\circ} 47'$  South. Long. by Obs.  $108^{\circ} 40'$  East.

Thursday May 30<sup>th</sup> 1839.

First part of this day blowing strong from SE, with a heavy sea running at 3 PM, parted from the whales head again, lowered about made fast to it again, Middle & Latter part the same (at 5 PM, furled the Main Top sail one sail in sight,) lying by the head, at day light commenced boiling the body, so ends this day boiling, lying by the head. Lat.  $23^{\circ} 18'S$ . Long. by Chro.  $108^{\circ} 48'$  East.

Friday May 31<sup>st</sup> 1839.

First part of this day blowing strong from SE, with a heavy sea running, employed in boiling at 2 PM, undertook to take the head in, hauled it along side & hooked in to the hawser & parted, hooked in again, stowed part, then rove flock chain threw the head & quit it, Middle & Latter part Much the same, at 8 AM, hooked on to the head again, hove in the junk, & commenced choring it away, at 11 hawser parted & lost the case, so ends this day. Lat.  $23^{\circ} 06'S$ . Long.  $108^{\circ} 26'$  East.



Saturday June 1<sup>st</sup> 1839.

First part of this day blowing heavy from SSE, lying by under main  
spencer & fore top mast stay sails, main top sail & fore sail furled, employed  
in boiling, middle & latter part much the same, at 3<sup>4</sup> M. finished  
at daylight saw a Barque steering southward, so ends this day.

Lat. by Obs.  $23^{\circ} 26'$  South. Long. by Chro.  $107^{\circ} 41'$  East.

Sunday June 2<sup>nd</sup> 1839.

First part of this day raged, lying by under close reefed main top  
sail & fore sail, wind from SSE, middle & latter part much  
the same, so ends this day, rainy, Lat.  $24^{\circ} 07'$  S. Long  $106^{\circ} 53'$  East.

Monday June 3<sup>rd</sup> 1839.

First part of this day strong gales from SSE, lying by under close  
reefed main top sail & fore sail, middle & latter part the same, so  
ends this day employed in stowing down sperm oil, in the fore hold.

Lat. by Obs.  $24^{\circ} 19'$  South. Long. by Chro.  $105^{\circ} 59'$  East.

Tuesday June 4<sup>th</sup> 1839.

First part of this day strong gales from SE, & raged, employed in  
stowing down sperm oil, in the fore hold, middle & latter part  
much the same, at 8 AM, set double reefed top sails so ends this day,  
repairing old cask. Lat.  $23^{\circ} 22'$  S. Long. by Chro.  $106^{\circ} 28'$  East.

Wednesday June 5<sup>th</sup> 1839.

First part of this day strong gales from SE, at 4 PM, saw a  
number of fin backs, middle & latter part more moderate, at  
daylight set whole top sails & jib so ends this day. Not any thing in sight.  
Lat. by Obs.  $23^{\circ} 08'$  South. Long. by Chro.  $107^{\circ} 02'$  East.

Thursday June 6<sup>th</sup> 1839.

First part of this day strong gales from ESE, middle & latter  
part fine weather, wind from ENE, at 8 AM saw a school  
of sperm whales off the weather bow, lowered the boats, Carboval  
boat struck one & saved it <sup>35.666.</sup> school ran to the  
windward, at 11<sup>1</sup>/<sub>2</sub> o'clock took the whale along side, so ends this day.

Lat. by Obs.  $24^{\circ} 11'$  South. Long. by Act.  $107^{\circ} 30'$  East.

Friday June 7<sup>th</sup> 1839.

First part of this day moderate breeze from ENE, at 1 PM,  
commenced cutting at 4 all in, commenced clearing decks, took in  
sails &c, middle & latter part much the same, (at 11 midnight  
commenced boiling) so ends this day employed in boiling, fine  
weather. Lat. by Obs.  $24^{\circ} 27'$  South. Long. by Act.  $107^{\circ} 45'$  East.



Saturday June 8<sup>th</sup> 1839

These 24 hours, commences with moderate breezes from NNE, & fine weather, all hands employed in boiling &c. Middle & Latter part much the same, at noon finished boiling &c. ends.

Lat. by Obs.  $24^{\circ}44'$  South. Long. by Chro.  $107^{\circ}55'$  East.

Sunday June 9<sup>th</sup> 1839.

These 24 hours, commences with fine weather light air, NNE, at 4 PM, saw a number of whale spouts of the weather bow, could not tell what <sup>kind</sup> they were, Middle part much the same, latter part thick rainy weather, so ends this day not any thing in sight.

Lat. by Obs.  $25^{\circ}00'$  South. No Obs. Long. by Obs.  $108^{\circ}00'$  East.

Monday June 10<sup>th</sup> 1839.

These 24 hours commences with thick rainy weather, at 2 PM, saw Whale Spout, (light air from SSE,) Middle & Latter part fine weather, so ends this day employed in stowing Sperm Oil in the after hold.


Lat. by Obs.  $24^{\circ}27'$  South. Long. by Chro.  $108^{\circ}02'$  East.

Tuesday June 11<sup>th</sup> 1839.

These 24 hours commences with moderate breezes from SSE, employed in stowing Sperm Oil in the after hold, Middle & Latter part much the same, so ends this day, plenty fin backs in sight.

Lat. by Obs.  $24^{\circ}08'$  South. Lon. by Chro.  $109^{\circ}45'$  East.

Wednesday June 12<sup>th</sup> 1839.

First part of this day fine weather, moderate gales from S, with plenty fin backs in sight, Middle & Latter part much the same, at daylight one whale in sight boiling, 10 AM, saw <sup>65 boats</sup> a sperm whale, at 11 AM, lowered the boats, Larboard boat  struck, Waist boat killed, so ends this day boats fast to the whale.

Lat. by Obs.  $23^{\circ}43'$  South. Long. by Obs.  $110^{\circ}05'$  East.

Thursday June 13<sup>th</sup> 1839.

First part of this day fine weather, wind from SSE, at 3 PM, took the whale along side, got dinners & hooke on, at dark hatched down, Middle part lying by the whale, Latter part reeled, at daylight commenced cutting again so ends this day hooking on to the head. Lat. by Obs.  $23^{\circ}06'$  South. Long. by Obs.  $110^{\circ}20'$  East.

Friday June 14<sup>th</sup> 1839.

First part of this day fresh breeze from SE, employed in taking in the whales head, at evening, commenced boiling Middle & Latter part moderate, so ends this day employed in boiling.

Lat. by Obs.  $23^{\circ}19'$  South. Long. by Chro.  $110^{\circ}12'$  East.



Saturday June 15<sup>th</sup> 1839.

First part of this day fresh breezes from SE, all hands employed in boiling, Middle & Latter part the same, so ends this day, boiling  
Lat. by Obs.  $23^{\circ}32'$  South. Long. by Chrs.  $109^{\circ}38'$  East.

Sunday June 16<sup>th</sup> 1839.

First part of this day fine weather, Wind from SE, Employed in boiling, Middle part much the same, at 2 AM finished boiling, Latter part fresh gales from ENE, with a large swell from S, so ends this day, looking for what we shall see.

Lat. by Obs.  $24^{\circ}04'$  South. Long. by Obs.  $109^{\circ}50'$  East

Monday June 17<sup>th</sup> 1839.

First part of this day fresh gales from ENE, with a heavy swell from S, One Barque ship in sight standing Northward Middle & Latter part thick rainy weather, so ends this day.

Lat. by Obs.  $24^{\circ}10'$  South. No Obs. Long. by Obs.  $110^{\circ}05'$  East

Tuesday June 18<sup>th</sup> 1839.

First part of this day thick rainy weather, with strong gales & squalls from NNE, at 4 PM, saw 2 sperm whales & one sail, at 6 PM, took in the fore sail, Middle part the same, latter part much the same, at daylight set the jib & double reef Top sail, at 10 AM, took in jib & fore top sail. So ends this day, thick rainy weather, & blowing strong from WNW. One sail in sight. Lat. by Obs.  $24^{\circ}20'$  No Obs. Long. by Obs.  $110^{\circ}25'$  East

Wednesday June 19<sup>th</sup> 1839.

First part of these 24 hours commences with rough weather, blowing strong from WNW, thick rainy, & one sail in sight at 5 PM, took in the fore sail & ~~double~~ reefed the Main Top sail, Middle & Latter part more moderate, at noon set the fore sail, so ends this day strong gales from SSE, one sail in sight  
Lat. by Obs.  $24^{\circ}24'$  South. Long. by Chrs.  $110^{\circ}42'$  East.

Thursday June 20<sup>th</sup> 1839.

These 24 hours commences with rough weather, blowing strong from SSE, with a heavy swell, at 4 PM, spoke the Barque Huron of Hudson, with 1 masted & 1 sperm whale, Middle & Latter part much the same, at daylight took in the fore sail, so ends this day blowing a gale from SSE, lying under close reef Main Top sail.

Lat. by Obs.  $24^{\circ}21'$  South. Long. by Obs.  $110^{\circ}15'$  East.



Friday June 21<sup>st</sup> 1839.

First part of this day blowing a gale from ESE, lying by under  
close reefed Main Top-sails & fore One sail in sight, Middle  
& Latter part Much the same so ends this day, 2 sails in sight.  
Lat. by Obs.  $24^{\circ}58'$  South. Long. by Chro.  $109^{\circ}54'$  East.

Saturday June 22<sup>d</sup> 1839.

These 24 hours commences with a gale from ESE, lying by under  
Short Sail, 2 sails in sight, Middle & Latter part More  
Moderate, so ends this day employed in stowing Sperm Oil.  
Lat. by Obs.  $25^{\circ}20'$  South. Long. by Chro.  $109^{\circ}01'$  East.

Sunday June 23<sup>d</sup> 1839.

These 24 hours commences with strong winds from E, employed  
in stowing Sperm Oil, Middle & Latter part Much the  
same, so ends this day, stowing Oil, a number of pinbacks in sight.  
Lat. by Obs.  $24^{\circ}32'$  South. Long. by Obs.  $109^{\circ}15'$  East.

Monday June 24<sup>th</sup> 1839.

These 24 hours commences with fresh gales from E, all hands,  
employed in stowing the after hold, a number of pinbacks in sight,  
Middle & Latter part Much the same so ends this day on sail. Lat.  
Lat. by Obs.  $24^{\circ}45'$  South. No Obs. Long. by Obs.  $109^{\circ}00'$  East.



Barque Newton

Tuesday June 25<sup>th</sup> 1839.

These 24 hours commences with thick weather, One sail in sight  
at sunset spoke Barque Newton of New Bedford, 320 bbls.  
Sperm Oil, Middle & Latter part Much the same so ends  
this day, thick rainy weather, Barque Newton in sight.  
Lat. by Obs.  $24^{\circ}20'$  South. No Obs. Long. by Obs.  $109^{\circ}20'$  East.

Wednesday June 26<sup>th</sup> 1839.

These 24 hours commences with thick rainy weather, Barque  
Newton in sight, Middle & Latter part clear so ends  
this day, Newton in sight. Long. by Chro.  $109^{\circ}32'$  Lat. by Obs.  $24^{\circ}01'$

Thursday June 27<sup>th</sup> 1839.

First part of this day strong gales from SE, steering NE,  
Barque Newton in sight, Middle & Latter part Much the  
same so ends this day, Newton in sight, & 2 other sails.  
Lat. by Obs.  $23^{\circ}27'$  South. Long. by Chro.  $110^{\circ}08'$  East.



Ship Main

Friday June 28<sup>th</sup> 1839.

These 24 hours commences with fresh gales from S, steering ESE,  
at 3 PM saw B Newton take a whale, 2 other sail in sight, Middle  
& Latter part fine weather, at daylight 3 sails in sight, at 11 AM Ship  
Main of Fairhaven ran down & spoke, had 1500 bbls. Lat. by Obs.  $22^{\circ}32'$  South  
Long. by Obs.  $110^{\circ}00'$  East.



Saturday June 29<sup>th</sup> 1839

These 24 hours commences with fine weather, Ship Mainie in company from N.E., Ship Martha & Bark Newton in sight, Middle & latter part thick haze, strong wind from E.N.E. to end this day, Ships Maine, & Martha, Bark Newton in sight.

Lat. by Obs.  $22^{\circ}44'$  South. Long. by Act.  $109^{\circ}45'$  East.

Sunday June 30<sup>th</sup> 1839.

These 24 hours commences with fresh gales from E.N.E. with thick haze weather. Ships Maine, Martha, & Bark Newton in sight, Middle part blowing heavy with rain at 2 AM, wind shifted suddenly to W. Latter part thick rainy weather, 5 sails in sight.

Lat. by Obs.  $22^{\circ}15'$  No Obs. Long. by Act.  $109^{\circ}50'$  East.

Monday July 1<sup>st</sup> 1839.

First part of this day thick rainy weather, 5 sails in sight, wind from S.W., Middle & latter part blowing strong with rain, at 2 P.M., wind shifted to S.E., to end this day steering N. under double reef main top sail & fore sail, Ship Martha in sight.

Lat. by Act.  $21^{\circ}30'$  No Obs. Long. by Act.  $110^{\circ}05'$  East.

Tuesday July 2<sup>nd</sup> 1839.

These 24 hours commences with strong gales from S.S.E. with thick rainy weather, steering N. Ship Martha in sight, at sunset close reefed the Main Top sail & took in the Fore sail, Middle part much the same, latter part blowing heavy from S.S.E. at 8 A.M., set the Fore sail & steered N.E., under close reefed M Top sail & Fore sail, to end this day Ship Martha in sight.

Lat. by Obs.  $20^{\circ}48'$  South. Long. by Act.  $110^{\circ}05'$

Wednesday July 3<sup>rd</sup> 1839.

These 24 hours commences with thick haze weather, steering N.E. under close reef main Top sail & fore sail, wind from W.E. blowing strong, Ship Martha in sight, Middle part lying by under close reef M Top sail, latter part steering N.E. under double reefed Top sails, to end this day Ship Martha in sight.

Lat. by Obs.  $19^{\circ}46'$  South. Long. by Chro.  $110^{\circ}43'$  East.

Thursday July 4<sup>th</sup> 1839.

These 24 hours commences with strong gales from S.S.E. steering N.E. under double Top sails, at sunset kept to the wind & took in the Fore Top sail, Ship Martha in sight, Middle & latter part much the same, to end this day steering by the wind under double reef Top sails, wind S.E. Ship Martha in sight.

Lat. by Obs.  $19^{\circ}01'$  South. Long. by Chro.  $111^{\circ}35'$  East.



Friday July 5<sup>th</sup> 1839.

These 24 hours commences with strong gales from SE, with a large sea running, steering by the wind, & Eastward, Ship Martha in sight, at 4 PM, split the main top sail, then furled it, fore one likewise, middle & latter part the same so ends this day wind ESE, Ship Martha in sight.

Lat. by Obs.  $18^{\circ}14'$  East. Long. by Chro.  $111^{\circ}59'$  East.

Saturday July 6<sup>th</sup> 1839.

These 24 hours commences with strong gales from ESE, with a large sea running, Ship Martha in sight, at 2 PM, bent a new M. T. Sail, & double reefed it, middle & latter part more moderate at daylight set jib & top sails, so ends this day thick weather. Lat. by Obs.  $17^{\circ}50'$  South. No Obs. Long. by Obs.  $112^{\circ}00'$  East.

Sunday July 7<sup>th</sup> 1839.

These 24 hours commences with thick weather, light airs from E, Ship Martha in sight, middle & latter part much the same so ends this day cloudy, Ship Martha in sight.

Lat. by Obs.  $16^{\circ}40'$  South. No Obs. Long. by Obs.  $112^{\circ}15'$  East.

Monday July 8<sup>th</sup> 1839.

These 24 hours commences with thick weather, light airs from ENE, Ship Martha in sight, middle & latter part much the same, at 8 AM, sent down the fore top sail yard, so ends this day employed in fitting Fore Top sail & yard, Ship Martha in sight. Lat. by Obs.  $16^{\circ}07'$  South. Long. by Obs.  $112^{\circ}31'$  East.

Tuesday July 9<sup>th</sup> 1839.

These 24 hours commences with light airs & calms from ENE, employed in fitting Fore Top sail & the yard, Ship Martha in sight, middle & latter part much the same, so ends this day repairing the Fore Top sail, Ship Martha in sight.

Lat. by Obs.  $15^{\circ}33'$  South. Long. by Chro.  $112^{\circ}46'$  East.

Wednesday July 10<sup>th</sup> 1839.

These 24 hours commences with light breezes from E, & fine weather saw black fish, at 2 PM, crossed the Fore Top sail yard, at 4 PM, bent the Fore Top sail, Ship Martha in sight, middle & latter part much the same, so ends this day repairing sprinker.

Lat. by Obs.  $14^{\circ}38'$  South. Long. by Chro.  $113^{\circ}09'$  East.

Thursday July 11<sup>th</sup> 1839.

These 24 hours commences with fine weather light breezes from E, employed in repairing sails, Martha in sight, middle & latter part much the same so ends this day. Lat. by Obs.  $13^{\circ}34'$  South. Long. by Chro.  $113^{\circ}41'$  East.



Friday July 12<sup>th</sup> 1839.

These 24 hours commences with fine weather, light breeze from E, employed in repairing sails, ship Martha in sight, Middle part rainy, Latter part fine weather, so ends this day, repairing sails.

Lat. by Obs.  $12^{\circ}29'$  South. Long. by Chro.  $113^{\circ}53'$  East.

Saturday July 13<sup>th</sup> 1839.

These 24 hours commences with fresh gales from E, steering by the wind Northward, employed in repairing spanker, ship Martha in sight, Middle & Latter part much the same so ends this day.

Lat. by Obs.  $10^{\circ}54'$  South. Long. by Chro.  $114^{\circ}03'$  East.

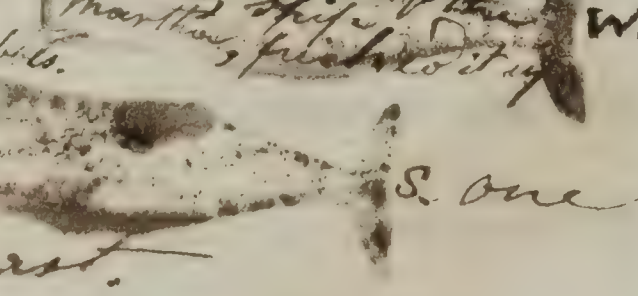
Sunday July 14<sup>th</sup> 1839.

These 24 hours commences with fresh gales from E, steering Northward by the wind, employed in repairing Main Top sail, ship Martha in sight, at 4 P.M. saw a number of humpbacks breaching, Middle & Latter part much the same so ends this day.

Lat. by Obs.  $9^{\circ}30'$  South. Long. by Chro.  $114^{\circ}12'$  East.

Monday July 15<sup>th</sup> 1839.

These 24 hours commences with fresh gales from E, with a plenty finbacks in sight breaching, ship Martha in sight, Middle & Latter part fine weather, at 7 A.M. saw Land, east S.E. point of Java bearing by compass NNE, Dist 15<sup>1</sup>/<sub>2</sub> Mils, at 8 A.M. saw Sperm Whales, waist boat struck

63 bts.  Killed one & kept it, starboard boat struck other whale & killed it so ends this day boats fast.

Lat. by Obs.  $8^{\circ}55'$  South

Tuesday July 16<sup>th</sup> 1839.

These 24 hours commences with fine weather boats towing a Sperm Whale, S.E. point of Java in sight bearing NNE. Dist 10<sup>1</sup>/<sub>2</sub> Mils, the Island of Bally in sight the same time, at 3 P.M. took the Whale along side, at 4 P.M. commenced cutting, at dark lashed down, Middle & Latter part fresh breezes from E, at daylight commenced cutting again, cutting fore part, lost the abutment hook, &c. so ends this day body all in, the head sunk along side, Land in sight.

Lat. by Obs.  $8^{\circ}57'$  South. Long. by Chro.  $114^{\circ}12'$  East

Wednesday July 17<sup>th</sup> 1839.

These 24 hours commences with fresh gales from E, employed in taking the Whales head in, ship Martha in sight, Land in sight likewise, at 5 P.M. head all in & made sail, Middle part raged at 10 Evening double reefed the fore top sails



Commenced boiling, Latter part much the same  
at 10 AM, double reefed the Main Top Sail, so ends  
this day boiling, raged weather, Ship Marthon in sight  
Lat. by Obs.  $9^{\circ}29'$  South. Long. by Chro.  $114^{\circ}08'$  East.

Thursday July 18<sup>th</sup> 1839.

These 24 hours commences with raged weather strong  
gales from E, employed in boiling, Ship Marthon in sight  
Middle part much the same, Latter part more moderate  
so ends this day boiling, Lat. by Obs.  $9^{\circ}41'$  South. Long. by Chro.  $114^{\circ}30'$  E

Friday July 19<sup>th</sup> 1839.

These 24 hours commences with fine weather, wind from  
E by S, at 2 PM, finished boiling, at 5 PM, saw the Marthon  
again, Middle & Latter part much the same, at 9 AM, saw a  
school of sperm whales, lowered the boats, could not strike, going  
quick to the windward, at 9 AM, saw the East end of Java, so ends this  
Lat. by Obs.  $9^{\circ}04'$  South. Long. by Chro.  $115^{\circ}06'$  East.

Saturday July 20<sup>th</sup> 1839.

These 24 hours commences with fine weather, wind from ESE  
at 4 PM, tacked Ship of Shore, South end of Bally Island  
baring E, South point of Java bearing WNW, E point bearing NW  
by N, Ship Marthon in sight, Middle & Latter part much  
the same, so ends this day land in sight, Employed in stowing down.  
Lat. by Obs.  $9^{\circ}08'$  South. Long. by Chro.  $115^{\circ}23'$  East.

Sunday July 21<sup>st</sup> 1839.

These 24 hours commences with fine weather, wind from  
ESE, employed in stowing down, South end of Bally Island  
in sight, at 4 PM, saw a school of sperm whales, lowered  
could not strike, at 5 PM, saw a sail to the leeward,  
Ship Marthon in sight, Middle & Latter part the same  
so ends this day, stowing down, land, & 2 sails in sight.  
Lat. by Obs.  $8^{\circ}59'$  South. Long. by Act.  $115^{\circ}30'$  East.

Tobacco Plant.

Monday July 22 1839.

These 24 hours fine weather, employed in stowing & filling  
Salt Water, Bally, Bandilly & Lombok Islands in sight,  
at 4 PM, spoke Ship Tobacco Plant of New Bedford 500 lbs.  
Sperm Oil, Middle & Latter part much the same, so  
ends this day Steering W by S, Ship Marthon in sight  
Lat. by Obs.  $9^{\circ}35'$  South. Long. by Chro.  $115^{\circ}14'$  East



Tuesday July 23<sup>d</sup> 1839.

These 24 hours fine weather wind from E, Steering  
W by N, Ship Marthon in sight, at 8 Evening spoke  
an English Ship from London, sailing, did not understand  
what name, Middle & Latter part much the same  
So ends this day Steering W by N, Ship Marthon in sight.

Lat. by Obs.  $8^{\circ} 58'$  South. Long. by Chro.  $113^{\circ} 44'$  East.

Wednesday July 24<sup>th</sup> 1839.

These 24 hours fine weather wind from ESE, Steering  
WNW, Land in sight, South side of Java, Middle  
& Latter part much the same. So ends this day, Ship  
Marthon in sight, one Barque ship in sight Steering WNW.

Lat. by Obs.  $8^{\circ} 57'$  South. Long. by Chro.  $112^{\circ} 00'$  East.

Thursday July 25<sup>th</sup> 1839.

These 24 hours commences with fine weather Steering  
W by N, employed in sail making, South side of  
Java in sight one Barque Steering WNW, & Ship  
Marthon in sight, Middle & Latter part much the same  
So ends this day employed in setting up Shooks.

Lat. by Obs.  $9^{\circ} 00'$  South. Long. by Chro.  $110^{\circ} 02'$  East.

Friday July 26<sup>th</sup> 1839

These 24 hours commences with cloudy weather, moderate  
gales from ESE, Steering W, employed in setting up Shooks  
Ship Marthon in sight, Middle part lightning, Latter  
part thick weather thunder & lightning, heavy rain &c.  
So ends this day Steering W by N Ship Marthon in sight.

No Obs.

Saturday July 27<sup>th</sup> 1839.

These 24 hours commences with thunder & lightning,  
rain &c. Steering W by N, Wind from SE to NE, Middle  
& Latter part more moderate, So ends this day land in sight.

Lat. by Obs.  $7^{\circ} 48'$  South. Long. by Chro.  $106^{\circ} 55'$  East.

Sunday July 28<sup>th</sup> 1839

These 24 hours commences with strong gales from ESE,  
steering WNW, land in sight, at PM passed Wine  
cooper point, Middle & Latter part much the same, at  
3 AM, left to with the Main Top sail aback, at daylight  
squared away for Java Head, Claps Island in sight  
bearing NE, So ends this day entering Princes Strait



J. Monday July 29<sup>th</sup> 1839.

These 24 hours commences with fresh gales from SE, steering in to Princes Strait, at 3 P.M. Came to anchor in 9 Fathoms, water, in New Bay, centre of New Island bearing NW, Dist about one ships length of shore, Java shore about 1/4 mile distant, ship Martha in company, ship Mount Waleston, & Marytheresa lying at anchor in the Bay. Mount Waleston 1200 lbs (200) sperm, Marytheresa 2300 lbs (400) sperm) Middle & Latter part lying at anchor, so ends this day employed in wooding & watering.

J. Tuesday July 30<sup>th</sup> 1839.

First part of this day lying at anchor employed in cutting wood & rafting water, Middle & Latter part the same.

J. Wednesday July 31<sup>st</sup> 1839.

First part of this day lying at anchor, employed in painting & cutting wood, so ends this day much the same.

J. Thursday August 1<sup>st</sup> 1839.

First part of this day employed in ships duty, lying at anchor in New Bay. Middle & Latter part the same so ends this day.

J. Friday 2<sup>d</sup> August 1839

These 24 hours employed in wooding & painting ship lying at anchor in New Bay, so ends this day much the same.

J. Saturday August 3<sup>rd</sup> 1839.

These 24 hours employed in ships duty, lying at anchor, so ends this day.

J. Sunday August 4<sup>th</sup> 1839.

These 24 hours employed in ships duty, lying at anchor in New Bay, Middle & Latter part the same so ends this day.

J. Monday August 5<sup>th</sup> 1839.

First part of this day employed in ships duty, lying at anchor in New Bay, Middle & Latter part the same so ends this day.

J. Tuesday August 6<sup>th</sup> 1839

These 24 hours employed in ships duty, lying at anchor Middle & Latter part the same so ends this day.

J. Wednesday August 7<sup>th</sup> 1839.

These 24 hours employed in stowing water & wood, lying at anchor in New Bay, Middle & Latter part the same so ends this day.

J. Thursday August 8<sup>th</sup> 1839.

These 24 hours employed in stowing wood & water, lying at anchor in New Bay, Middle & Latter part the same so ends this day lying at anchor.



To Friday August 9<sup>th</sup> 1839.

These 24 hours employed in stowing wood & water, lying at anchor in New Bay, Middle & Latter part the same to end.

To Saturday August 10<sup>th</sup> 1839.

These 24 hours employed in taking wood on board & stowing lying at anchor in New Bay, Middle & Latter part the same to end.

To Sunday August 11<sup>th</sup> 1839.

These 24 hours employed in loading wood, & stowing it lying at anchor in New Bay, Middle & Latter part the same, to end this day.

To Monday August 12<sup>th</sup> 1839

First part of this day employed in ship's duty lying at anchor in New Bay, Middle & Latter part the same to end this day.

To Tuesday August 13<sup>th</sup> 1839

First part of this day employed in taking wood on board Middle & Latter part the same to end this day.

To Wednesday August 14<sup>th</sup>

First part of this day being lying at anchor in New Bay, Middle & Latter part fine weather, at 9 A.M. made anchor & steered out of New Bay, for the port of Anger, to end this day light airs from N.W., steering E & E.

To Thursday August 15<sup>th</sup>

First part of this day fine weather steering three Sunday Strait for the port of Anger, at 8 P.M. let the anchor go in 18 fathoms water, under 3 point ship Martha & Maria Theresia in company, Middle part lying at anchor Latter part the same, at 8 A.M. light airs made anchor & made sail, to end this day, saw a number <sup>seals</sup>

To Friday August 16<sup>th</sup>

First part of this day thick cloudy weather with heavy rain in squalls at 7 P.M. let the anchor go in 14 fathoms water under 4<sup>th</sup> point Middle part lying at anchor, Latter part fine weather at 9 A.M. made anchor, to end this day steering in for Anger Roads.

To Saturday August 17<sup>th</sup>

First part of this day fine weather steering in for Anger, at 4 P.M. let the anchor drop in 12 fath. water in Anger Roads, stood by Baring E by South, just  $\frac{3}{4}$  mile Middle & Latter part lying at anchor to end this day, & the crew on shore



§ Sunday August 18<sup>th</sup> 1839.

These 24 hours commences with fine weather lying at anchor - so ends this day trading with the Native for yams &

§ Monday August 19<sup>th</sup> 1839.

First part of this day fine weather lying at anchor, one half the crew on shore.

§ Tuesday August 20<sup>th</sup> 1839.

These 24 hours lying at anchor in Anger Roads, recruiting ship. so ends this day one half the crew on shore.

§ Wednesday August 21<sup>st</sup> 1839.

These 24 hours lying at anchor in Anger Roads, employed in fitting & recruiting ship. so ends this day.

§ Thursday August 22<sup>nd</sup> 1839.

First part of this day fine weather lying at anchor. at 12 past 1 o'clock, Midnight, John Williams, & Thomas London, Seaman, stole one of the boats with all their cloathing & left the ship, with the intention of stowing them selves away on board the Brig Hebe, bound to Sydney, but they were discovered by the watch on deck, all hands was called immediately & a boat manned, & sent in Pursuit of them, they were found with the boat lying under the ~~side~~ side Brig's Bow, they were both taken with the boat & returned to the ship. at 2 A.M. they were both put in Irons & chained to a stanchion between decks, so ends this day.

§ Friday August 23<sup>rd</sup> 1839.

These 24 hours commences with fine weather lying at anchor in Anger, middle & latter part the same so ends this day.

§ Saturday August 24<sup>th</sup> 1839.

These 24 hours fine weather employed in fitting & refreshing the ship so ends this day one watch on shore.

§ Sunday August 25<sup>th</sup> 1839.

These 24 hours lying at anchor in Anger Roads employed in recruiting & fitting ship so ends this day.

Monday August 26<sup>th</sup>.

These 24 hours lying at anchor in Anger Roads, middle & latter part much the same so ends this day.



Tuesday August 27<sup>th</sup> 1839.  
First part of this day lying at anchor in Anger Roads.  
Middle & Latter part the same & ends this day.

Wednesday August 28<sup>th</sup> 1839.  
These 24 hours lying at anchor in Anger Roads. Middle  
& Latter part the same & ends this day.

Thursday August 29<sup>th</sup> 1839.  
These 24 hours lying at Anger Roads employed in  
recreting ship & ends this day.

Friday August 30<sup>th</sup> 1839.  
These 24 hours, strong gales from SSE, at 3 PM  
weigh anchor, & went to sea in company with ships  
Martha, Maria Theresa, & the Barque Brothers  
of Boston from Manila, bound to Liverpool, left  
in Anger Roads 3 English ships, & the ship Levant  
from Philadelphia, 90 day bound to Canton, ship  
Alcon of New York bound to Canton. Middle &  
Latter part strong gales, & ends this day. Maria Theresa in sight.  
Lat. by Obs. 7° 10' South Long. by Chro. 104° 27' East.

Saturday August 31<sup>st</sup> 1839.  
These commences with strong gales from ESE, steering  
Southward by the wind ship Maria Theresa in  
sight, at sunset commenced pumping ship, leaking  
bad, pumped 2 hours & then sounded the weather  
pump, 3 feet water in the hold. Middle & Latter  
part much the same & ends this day pumping  
400 strokes per hour. Ship Maria Theresa in sight.  
Lat. by Obs. 8° 51' South. Long. by Chro. 103° 39' E.

(at 4 PM Friday afternoon August 30<sup>th</sup> 1839. took  
the oars of the 2 prisoners, John Williams, Thomas London  
& put them on duty again)

Sunday September 1<sup>st</sup> 1839.  
These 24 hours commences with strong gales from ESE,  
with a heavy swell, steering Southward by the wind.  
Ship Maria Theresa in sight. Middle & Latter part  
much the same & ends this day.

Lat. by Obs. 10° 31' South. Long. by Obs. 103° 15' East.



Monday September 2<sup>d</sup> 1839.

These 24 hours commences with moderate gales from ESE, steering South word by the Wind Ship Maria Theresa in sight, Middle & Latter part much the same, so ends this day, ship taking 350 strokes per hour.  
Lat. by Obs.  $12^{\circ} 15'$  South. Long by Chron.  $102^{\circ} 48'$  E.

Tuesday September 3<sup>d</sup> 1839.

These 24 hours commences light breeze from E by S. Ship Maria Theresa in sight, Middle & Latter part fresh gales from ESE, at 9 AM, saw 3 sperm whales however 2 boats could not strike, saw the ship Maria Theresa's boats strike one, line parted & lost the whale, so ends this day voyaged all hands employed in the ship.  
Lat. by Obs.  $13^{\circ} 54'$  South. Long. by Chron.  $101^{\circ} 58'$  E.

Wednesday September 4<sup>th</sup> 1839.

These 24 hours commences with strong gales from ESE, steering South word, ship Maria Theresa in sight, at dark shortened sail, Middle & Latter part voyaged at 9 AM, double reefed the main topsail & took in the jib. Fore topsail, so ends this day blowing strong from ESE.  
Lat. by Obs.  $14^{\circ} 35'$  South. Long. by Chron.  $102^{\circ} 00'$  East.

Thursday September 5<sup>th</sup> 1839.

These 24 hours lying by under double reefed main topsail & fore sail, Middle & Latter part much the same so ends this day not every thing in sight. voyaged.  
Lat. by Obs.  $14^{\circ} 21'$  South. Long. by Chron.  $102^{\circ} 02'$  East.

Friday September 6<sup>th</sup> 1839.

These 24 hours strong gales from ESE, lying by under double reefed M. T. sail & fore sail, Middle & Latter part much the same, so ends this day. voyaged.  
Lat. by Obs.  $14^{\circ} 04'$  South.

Saturday September 7<sup>th</sup> 1839.

First part of this day blowing strong from ESE, lying by under double reefed M. T. sail & fore sail, Middle & Latter part more moderate, at 9 AM set the topsail jib & mainsail, at 9 AM, spoke ship Maria Theresa, so ends this day voyaged, thick cloudy weather.  
No Obs.



Sunday September 8<sup>th</sup> 1839.

These 24 hours commences with strong gales from ESE, with thick rainy weather, ship Maria Theresa in sight, Middle & Latter part much the same so ends this day strong gales from SE, & cloudy.

Lat. by Obs.  $16^{\circ}14'$  South

Monday September 9<sup>th</sup> 1839

These 24 hours commences with thick rainy weather, strong gales from SE at 4 PM, took in sail, Middle & Latter part the same, so ends this day blowing strong SE.

No Obs.

Tuesday September 10<sup>th</sup>

These 24 hours commences with strong gales & squally, with rain, wind from SSE, Middle part blowing heavy in squalls, 10 PM, took in the fore sail & close reef, the M. J. sail, Latter part much the same so ends this day, lying by under close reef, Main Top sail, thick weather.

No Obs.

Wednesday September 11<sup>th</sup> 1839

These 24 hours commences with strong gales from ESE & squally, with rain, lying by under close reefed M. J. sail, Middle & Latter part more moderate, at 7 AM, set double reef top sails, so ends this day.

Lat. by Obs.  $15^{\circ}27'$  South, Long. by Chro.  $101^{\circ}31'30''$  E.

Thursday September 12<sup>th</sup> 1839

These 24 hours commences with moderate gales from ESE, all hands employed in ship duty (except 5 sick ones) Middle & Latter part thick rainy weather, so ends this day, (at 8 AM, signalled an English ship steering N.)

Lat. by Obs.  $16^{\circ}38'$  South. Long. by Chro.  $101^{\circ}11'30''$  E.

Friday Sept. 13<sup>th</sup> 1839

These 24 hours commences with moderate gales from ESE, with cloudy, rainy, weather, Middle & Latter thick, rainy, so ends this day light airs from NE, steering S.

Lat. by Obs.  $17^{\circ}39'$  South. Long. by Chro.  $101^{\circ}05'15''$  E.

Saturday September 14<sup>th</sup> 1839

These 24 hours commences with light airs & calms, from Eastward, Middle & Latter part fine weather, light airs from NE, steering S, so ends this day all hands employed in ship duty.

Lat. by Obs.  $18^{\circ}10'$  South. Long. by Chro.  $101^{\circ}05'15''$  East.



Sunday September 15<sup>th</sup> 1839.

These 24 hours commences with light airs from NE, steering South, all hands employed in fitting rigging & repairing sails, Middle & Latter part thick rainy weather, so ends this day, calms & light airs from NNW.

Lat. by Obs.  $18^{\circ} 42'$  South. Long. by Chro.  $101^{\circ} 19'$  East.

Monday Sept. 16<sup>th</sup> 1839.

These 24 hours commences with thick rainy weather, light airs & calms, from NNW, at 3 PM, light airs from South, Middle part fresh gales from S by E, Latter part the same, so ends this day lying by, employed in stopping a leak in the Starboard Waist, by taking out & putting plank.

Lat. by Obs.  $18^{\circ} 54'$  South. Long. by Chro.  $100^{\circ} 58' 45''$  East.

Tuesday September 17<sup>th</sup> 1839.

These 24 hours commences with fresh gales from S, steering by the Wind Westward, at 3 PM, bent the Main Sail, Middle & Latter part Much the same, so ends this day.

Lat. by Obs.  $19^{\circ} 16'$  South. Long. by Chro.  $99^{\circ} 48'$  East.

Wednesday Sept. 18<sup>th</sup> 1839.

These 24 hours commences with strong gales from S, all hands employed in ships duty, (excepting 5 sick ones) Middle & Latter part Much the same, so ends this day.

Lat. by Obs.  $20^{\circ} 24'$  South. Long. by Act.  $98^{\circ} 30'$  East.

Thursday Sept. 19<sup>th</sup> 1839.

First part of this day raged, blowing strong from SSE, steering by the Wind South Westward, at 5 PM, took in M. T. Gallant Sail, at sunset Double Reefed the Top Sails & Took in the Main Sail, Middle & Latter part Much the same so ends this day, raged.

Lat. by Obs.  $21^{\circ} 27'$  South. Long. by Chro.  $97^{\circ} 09'$  East.

Friday September 20<sup>th</sup> 1839.

These 24 hours strong gales from SE, & raged, steering by the Wind South Westward, Middle & Latter part more moderate so ends this day, fine weather employed in ships duty, steering South Westward, by the wind, wind SSE.

Lat. by Obs.  $22^{\circ} 17'$  South. Long. by Chro.  $96^{\circ} 15' 15''$  East.



Saturday September 21<sup>st</sup> 1839.

These 24 hours commences with fine weather with pleasant gales from SSE, steering by the wind, South Westward with all sail ~~set~~ set, (at 10 PM, Henry W Sheffield departed this life into eternity, Native of Darien, Connecticut, Aged 25 years or thereabouts,) Middle & Latter part Much the same, so ends this day.

Lat by Obs.  $23^{\circ}33'$  South. Long. By Chro.  $84^{\circ}42'15''$  E.

Sunday September 22<sup>nd</sup> 1839.

These 24 hours commences with strong gales from SSE steering by the wind S Westward, (at 4 PM, laid the Main Top sail to the Mast & committed the Body of Henry W Sheffield to the Briny Ocean,) at 5 PM doubled reefed the top sails & took in the main sail, Middle & Latter part Much the same, at daylight set the main sail.

Lat. by Obs.  $24^{\circ}47'$  South. Long by Act.  $93^{\circ}26'$  East.

Monday September 23<sup>rd</sup> 1839.

These 24 hours commences with rugged weather, strong gales from SSE, Middle & Latter part more moderate at daylight set whole Top sails, main Top Gallant sail, so ends this day employed in ships duty, steering SW.

Lat. by Obs.  $25^{\circ}56'$  South. Long. by Chro.  $92^{\circ}09'15''$  East.

Tuesday September 24<sup>th</sup> 1839.

These 24 hours commences with moderate weather & cloudy, steering SW, wind SE by S, employed in ships duty, Middle & Latter part Much the same so ends this day.

Lat. by Obs.  $26^{\circ}50'$  South. Long. by Chro.  $91^{\circ}20'$  East.

Wednesday September 25<sup>th</sup> 1839.

These 24 hours commences with light airs from SSE, steering SW, employed in ships duty, Middle & Latter part Much the same, so ends this day employed in bending the old suit of sails, light airs from SSE to N.

Lat. by Obs.  $27^{\circ}06'$  South. Long. by Act.  $90^{\circ}20'$  East.

Thursday Sept. 26<sup>th</sup> 1839.

These 24 hours commences with light variable airs from N to SW, employed in bending the old suit of sails, Middle & Latter part light airs from SW, so ends this day.

Lat. by Obs.  $27^{\circ}29'$  South. Long. by Chro.  $90^{\circ}41'15''$  East.



Friday Sept. 27<sup>th</sup> 1839.

These 24 hours commences with moderate gales from SW at 8 PM tacked ship Westward, wind from SE, Middle & Latter part much the same so ends this day light airs from E.  
Lat. by Obs.  $28^{\circ}10'$  South. Long. by Chro.  $90^{\circ}28'45''$  East.

Saturday September 28<sup>th</sup> 1839.

These 24 hours commences with light breezes from E, steering SW, Middle & Latter part much the same, so ends this day steering SW, by compass, light airs from NE.  
Lat. by Obs.  $29^{\circ}10'$  South. Long. by Chro.  $89^{\circ}47'$  East.

Sunday September 29<sup>th</sup> 1839.

First part of this day fine weather, light airs from NE, steering SW, by compass, Middle & Latter part much the same so ends this day fine weather, steering SW, wind NE.  
Lat. by Obs.  $30^{\circ}06'$  South. Long. by Chro.  $88^{\circ}50'$  East.

Monday September 30<sup>th</sup> 1839.

These 24 hours fresh gales from NE, with a long swell from WSW, steering SW, at 5 PM, saw one Fin back Middle part much the same, Latter part cloudy, hazy, so ends this day fresh breeze from N, with a heavy swell from W.  
Lat. by Obs.  $31^{\circ}51'$  South. Long. by Obs.  $88^{\circ}00'$  East.

Tuesday October 1<sup>st</sup> 1839.

First part of these 24 hours commences with thick hazy weather, steering SW, fresh gales from N, with a heavy swell from SW, saw Porpoises, Birds, &c. Middle & Latter part cloudy, so ends this day moderate weather.  
Lat. by Obs.  $32^{\circ}41'$  South. Long. by Chro.  $87^{\circ}14'30''$  E.

Wednesday October 2<sup>nd</sup> 1839.

These 24 hours commences with fine weather, steering SW by compass, wind from N, at 2 PM. Spoke ship Roscius of Boston, 20 Days from Cape Gook Hope Bound to Manilla, at 5 PM, saw 2 Fin Back, Middle & Latter part much the same so ends this day strong wind from WSW.  
Lat. by Obs.  $34^{\circ}14'$  S. Long. by Chro.  $86^{\circ}29'30''$  E. Long. by Lunar  $86^{\circ}44'30''$  East.

Thursday October 3<sup>rd</sup> 1839.

These 24 hours commences with strong gales from SW, at 4 PM, saw a number of Finbacks, & plenty birds, at sunset took in sails, Middle & Latter part much the same, at daylight set the topsails, at 7 AM. lowered the boats for 2 Wright Whales, at 10 came on board could not strike.  
Lat. by Obs.  $34^{\circ}34'$  S. Long. by Chro.  $86^{\circ}42'15''$  E. Long. by Lunar  $86^{\circ}53'30''$  East.



Friday October 4<sup>th</sup> 1839

These 24 hours commences with fine weather, Moderate gales from S. Saw Finbacks, at sunset shortened sail, Middle & Latter part calm, so ends this day, No Whales in sight  
Lat. by Acc.  $34^{\circ}35'$  South. No Obs. Hazy weather. Long. by Acc.  $86^{\circ}40'$  E.

Saturday October 5<sup>th</sup> 1839.

These 24 hours commences with a calm, plenty birds in sight, Middle part the same, Latter part light breezes from WNW at 10 AM, saw 2 Sulfur Bottoms Linn flocks, so ends this day.  
Lat. by Obs.  $34^{\circ}37'$  South. Long. by Chro  $86^{\circ}45'15''$  East.

Sunday Oct. 6<sup>th</sup> 1839.

This day commences with fine weather, pleasant gales from WNW, Steering South West, at sunset took in Mainsail & double reefed the topsails, Middle & Latter part fresh gales from WNW, at 8 AM, saw one finback, so ends this day, Cloudy.  
Lat. by Obs.  $35^{\circ}22'$  South. Long. by Acc.  $85^{\circ}50'$  East.

Monday October 7<sup>th</sup> 1839.

First part of this day fresh gales from NW, with a swell from SW, at 4 PM, saw 2 finbacks, at sunset <sup>double reefed</sup> the topsails, at daylight set the topsails, jib & Mainsail, so ends this day, blowing strong from N, with a bad sea, Steering W by N.  
Lat. by Obs.  $35^{\circ}51'$  South. Long. by Chro  $84^{\circ}39'30''$  East.

Tuesday October 8<sup>th</sup> 1839.

These 24 hours commences with strong gales from N, Steering W by N, ruyed, at 1 PM, double reefed the topsails, at sunset close reefed Main topsail, & took in Fore topsail, jib & Main sail Middle & Latter part more Moderate, at daylight set all sail so ends this day fresh gales from WNW, at noon tacked ship to N.  
Lat. by Obs.  $36^{\circ}26'$  South. Long. by Chro.  $83^{\circ}25'30''$  East.

Wednesday October 9<sup>th</sup> 1839.

These 24 hours commences with strong gales from WNW Middle part blowing strong, & squally, rainy &c. Latter part strong gales, at 7 AM set double reef Fore topsail so ends this day  
Lat. by Obs.  $35^{\circ}46'$  South. Long. by Chro.  $83^{\circ}32'$  East.

Thursday October 10<sup>th</sup> 1839.

These 24 hours commences with strong gales from WSW & ruyed, Middle & Latter part more Moderate, at daylight, set jib & Mainsail, so ends this day, Moderate gales from WSW. With a heavy swell. All sail set by the wind.  
Lat. by Obs.  $34^{\circ}47'$  South. Long. by Acc.  $83^{\circ}15'$  East.



Friday October 11<sup>th</sup> 1839.

This day commences with moderate gales from W, with a large swell, at sunset took in Fly jib & Main sail & double reefed the Top sails, (at 4 PM, saw 2 Finbacks) Middle & Latter part Much the same so ends this day one sail in sight.  
Lat. by Obs.  $33^{\circ} 38'$  South. Long. by Chro.  $83^{\circ} 00'$  East.



Saturday October 12<sup>th</sup> 1839.

First part of these 24 hours commences with fresh gales from WNW, steering E, at 2 PM, spoke Ship Strath of Fair Haven, 1800 bbls. Oil, at sunset took in sail, Middle & Latter part much the same so ends this day, fine weather steering E by S. Ship Strath, in sight.

Lat. by Obs.  $33^{\circ} 28'$  South. Long. by Chro.  $84^{\circ} 05' 30''$  E.

Sunday October 13<sup>th</sup> 1839.

These 24 hours commences with fine weather, moderate breeze from WNW, Ship Strath in sight, Middle & Latter part Much the same, at 8 AM, saw 4 Wright Whales, lowered the boats, waist boat started, did not fasten, at 11 came on board again so ends this day. Lat. by Obs.  $33^{\circ} 15'$  South. Long. by Acc.  $84^{\circ} 55'$  East.

Monday October 14<sup>th</sup> 1839.

These 24 hours commences with moderate breeze from N, & hazy weather, at 3 PM, saw one Wright Whale going quick to the NE, could not come up with him, at sunset took in sail, Middle part much the same, Latter part stronger wind from N, so ends this day, raged, under double reefed Top sails & jib.

Lat. by Obs.  $33^{\circ} 05'$  South. Long. by Chro.  $85^{\circ} 56' 30''$  East.

Tuesday October 15<sup>th</sup> 1839.

These 24 hours commences with strong gales from N, with hazy & rainy weather at 4 PM, took in jib & Fore Top sail, at the same time wind shifted suddenly from N, to SW with rain, Middle & Latter part more moderate, at daylight set all sail so ends this day, saw one Finback, Long. by Luner  $85^{\circ} 26' 45''$  E.

Lat. by Obs.  $32^{\circ} 36'$  South. Long. by Chro.  $85^{\circ} 38' 45''$  East.

Wednesday October 16<sup>th</sup> 1839

These 24 hours <sup>commenced</sup> light airs from S, & fine weather, at sunset took in sail, Middle & Latter part raged, at daylight set the jib at 9 AM, took in the Fore Top sail & jib, so ends this day, lying by under double reef Main Top sail & Fore sail blowing strong from WSW with a large sea running.

Lat. by Obs.  $33^{\circ} 12'$  South. Long. by Chro.  $86^{\circ} 12' 45''$  East.



Thursday October 17<sup>th</sup> 1839

These 24 hours commences with strong gales from WSW, with a large sea running, lying by under double reef Main Top Sail & Fore Sail, Middle & Latter part blowing heavy from SW. So ends this day lying by under close reef Main Top Sail with a heavy sea.

Lat. by Obs.  $33^{\circ}23'$  South. + Long. by Acct.  $87^{\circ}10'$  East.

Friday October 18<sup>th</sup> 1839.

This day commences with a gale from SW, with a high sea running, lying by under close reef Main Top Sail, Middle & Latter part more moderate, at day made sail, so ends this day.


Lat. by Obs.  $33^{\circ}23'$  South. + Long. by Chro.  $88^{\circ}00'30''$  East.

Saturday October 19<sup>th</sup> 1839

These 24 hours commences with light breezes from WSW, & squally, rainy, &c. with a large swell, Middle & Latter part raged, at daylight set double reef Top Sail, & Steered SSE, wind W, so ends.

Lat. by Obs.  $34^{\circ}13'$  South. + Long. by Chro.  $89^{\circ}04'30''$  East.

Sunday October 20<sup>th</sup> 1839.

These 24 hours commences with raged weather, strong gales from W, & squally, steering SSE, at 2 PM, saw one right whale  and a number of finbacks going quick to the Westward kept to the wind & took in the fore top sail, plenty birds in sight (green water) Middle & Latter part more moderate, at daylight made sail, at 5 AM, unbent the fore top sail, so ends this day all hands employed in repairing fore top sail, saw a number finbacks ship Arab in sight, cloudy. Lat. by Acct.  $34^{\circ}43'$  South. Long. by Acct.  $88^{\circ}50'$  East.

Monday October 21<sup>st</sup> 1839.

These 24 hours commences with strong gales from WSW, and cloudy, saw a number finbacks, at 3 PM, bent the fore top sail, ship Arab in sight, at sunset took in the jib & double reefs the top sails, Middle & Latter part, heavy gales from WSW, at daylight close reef the main top sail & took in the fore sail so ends this day blowing a gale from N, ship Arab in sight, heavy.

Lat. by Acct.  $35^{\circ}51'$  South. + Long. by Acct.  $89^{\circ}00'$  East.

Tuesday October 22<sup>nd</sup> 1839.

These 24 hours commences with a gale from N, lying under close reef main top sail, thick, rainy weather at 2 PM, wind shifted, suddenly from N to WSW, at 7 PM, to in the main top sail, Middle & Latter part blowing a heavy gale, so ends this day.

Lat. by Obs.  $36^{\circ}18'$  South. + Long. by Chro.  $89^{\circ}14'30''$  East.



Wednesday October 23<sup>d</sup> 1839.

These 24 hours commences with a heavy gale from SW, with a heavy sea running, lying by under Main Spencer & Fore Top Mast Stay Sail, Middle & Latter part the same so end this Lat. by Obs.  $36^{\circ}23'$  South. Long. by Acct.  $89^{\circ}34'$  East

Thursday October 24<sup>th</sup> 1839.

These 24 hours commences with a heavy gale from W, with a heavy sea running, lying by under ~~close reef~~ Main Spencers & Fore Top Mast Stay Sail, Middle part the same, Latter part more moderate, so ends this day, strong gales from SW, & a heavy swell. Lat. by Obs.  $36^{\circ}39'$  South. Long. by Chro.  $90^{\circ}14'30''$  East.

Friday October 25<sup>th</sup> 1839.

These 24 hours commences with strong gales from SW, with a heavy swell, at 1 P.M. set close reef Main Top sail, at 2 P.M. set the Fore sail, Middle & Latter part moderate, at daylight made sail, plenty Finbacks in sight, so ends this day, light airs from SW, Steering N, cloudy weather.

Lat.  $36^{\circ}14'$  South. + Long. by Acct.  $90^{\circ}20'$  East.

Saturday October 26<sup>th</sup> 1839.

These 24 hours commences with cloudy weather, light airs from SW, Steering N, plenty Finbacks in sight, at sunset shortened sail, Middle & Latter part calm, so ends this day.

Lat. by Obs.  $35^{\circ}58'$  South. \ Long. by Acct.  $90^{\circ}40'$  East.

Sunday October 27<sup>th</sup> 1839.

These 24 hours commences with a calm & cloudy, at 1 P.M. lowered 2 boat for one Wright Whale, at 4 P.M. came on board again could not fasten, at sunset took in sail, whale in sight, X. Middle part light airs from NW, Latter part fresh breeze from N & squally, then cloudy weather with some rain, so ends this day.

Lat.  $36^{\circ}36'$  South. Long. by Chro.  $90^{\circ}56'30''$  East.

Monday October 28<sup>th</sup> 1839.

These 24 hours commences with thick, hazy, & squally weather, at 2 P.M. wind shifted from N to WNW, at 4 P.M. saw 2 Hump Backs breaching, at sunset saw 6 or 8 Hump & Finbacks all heading in SW took in sail, Middle & Latter part strong gale from SW, at daylight made sail, & steered ENE finbacks & black fish in sight at 10 A.M. saw one Wright Whale <sup>68 Hls. 17 H.</sup> Carboard boat struck and saved it, so ends this day boat of fast to the whale.

Lat. by Obs.  $34^{\circ}46'$  South. \ Long. by Acct.  $91^{\circ}50'$  East.



Tuesday October 29<sup>th</sup> 1839.

These 24 hours commences with strong gales from SW, boats of, fast to a whale, at 4 PM, took the whale alongside, at 3 PM, commenced cutting at sunset all in, took in sail &c. Middle & Latter part fine weather, at 2 AM, commenced boiling, at daylight made sail & steered SE by E, at 9 AM, saw one Wright whale ~~X~~ waist boat darted & missed it, so ends this day's hard thoughts, employed in boiling. Lat. by Obs. 34° 49' South. + Long. by Chro. 92° 22' 30" East.

Wednesday October 30<sup>th</sup> 1839.

These 24 hours commences with fresh breeze from WSW, steering SE by S, employed in boiling, saw a number of finbacks, Middle & Latter part much the same, so ends this day, boiling, finbacks in sight, thick hazy weather. Lat. 34 28

Thursday October 31<sup>st</sup> 1839.

These 24 hours commences with strong gales from W, with thick hazy weather, at 3 PM, finished boiling, Middle & Latter part thick rainy weather, so ends this day, wind S, (latter part steered SE.)

Friday October November 1<sup>st</sup> 1839.

These 24 hours commences with thick rainy weather, fresh gales from S, steering by the wind Eastward under double reef Top Sails, Middle & Latter part fine weather, at daylight made sail & commenced stowing down oil, at 7 AM, saw 2 Wright whales Harbor boat struck & killed one <sup>58 lbs. 18 H.</sup> at noon took the whale alongside, so ends this day. wind ESE, & cloudy. Lat. 34 02

Saturday November 2<sup>d</sup> 1839

These 24 hours commence with fine weather, wind ESE, at 1 PM commenced cutting, at 4 AM in, at 5 commenced boiling, Middle & Latter part much the same, so ends this <sup>day</sup> boiling, wind ESE. Lat. 32° 36' South + Long. 94° 05' 45" East

Sunday November 3<sup>d</sup> 1839.

These 24 hours commences with cloudy weather, moderate gales from ESE, at 8 PM, finished boiling, Middle & Latter part much the same, so ends this day, cloudy light breeze from SE. Saw a few finbacks.

Lat. 33° 42' South. + Long. by Chro. 93° 48' 15" East.



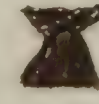


Monday November 4<sup>th</sup> 1839.

These 24 hours commences with fine weather light breeze from SE, a few finbacks in sight, at sunset double reefed the top sails & took in the jib, Middle & Latter part much the same, at day light made sail & commenced stowing down oil, at 9 AM. saw one Wright whale, Larboard boat struck & sunk it. So ends this day, employed in stowing oil, plenty finbacks in sight, fine weather, light airs from S.

Lat by Obs.  $33^{\circ} 59'$  South.

Long. by Chro.  $93^{\circ} 20' 15''$  East



Tuesday November 5<sup>th</sup> 1839.

These 24 hours commences with fine weather light breezes from S, employed in stowing oil, at 2 PM. saw one Wright Whale lowered 2 boats, could not strike,  came on board again, at 5 PM. saw one other whale, lowered & chased could not fasten . at sunset took in sail, one Wright Whale & a number of finbacks in sight to the windward, Middle & Latter part much the same, at daylight made sail, at 6 AM. saw one Wright Whale going quick to the windward,  could not strike came on board again So ends this day, employed in scraping bone, fresh gales from SSE.

Lat. by Obs.  $34^{\circ} 03'$  South.

Long. by Chro.  $93^{\circ} 18' 15''$  East.

Wednesday November 6<sup>th</sup> 1839.

These 24 hours commences with fresh gales from SSE, employed in scraping bone, at 2 PM. saw 2 Wright Whales, lowered the boats waist boat struck one  and sunk it, at 5 PM. saw another whale going quick to the windward lowered two boats & gave chase, could not strike, . at sunset shortened sail, Middle & Latter part light airs from S, So ends this day, light airs & calms, not any thing in sight.

Thursday November 7<sup>th</sup> 1839.

These 24 hours commences with light airs from S. & calms, cloudy weather, not any thing in sight, at sunset shortened sail, to double reef Top Sails, Middle & Latter part calm So ends this day, saw a plenty finbacks.

Lat. by Obs.  $33^{\circ} 57'$  South.

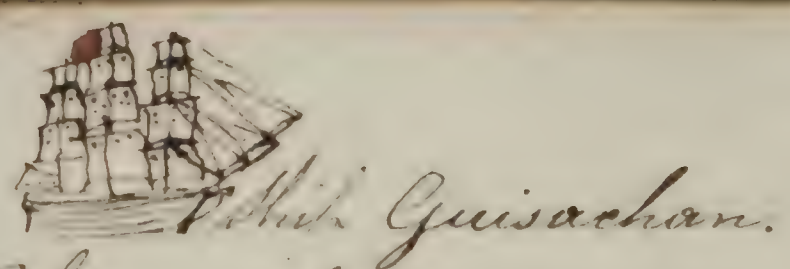
Long. by Chro.  $93^{\circ} 37' 45''$  East.

Friday November 8<sup>th</sup> 1839.

These 24 hours commences with a calm & cloudy weather, plenty finbacks in sight, Middle & Latter part the same, So ends this day employed in repairing Main Top sail, calm, finbacks in sight.

Lat. by Obs.  $33^{\circ} 57'$  South.





Saturday November 9<sup>th</sup> 1839.

These 24 hours commences with A calm employed in repairing Main  
Top Gallant Sail, at 3 PM. Saw one Wright Whale lowered the  
boats, Starboard boat struck & cut the line with the <sup>Pine got by itself</sup>  
<sup>accidentally met</sup>  
<sup>the Spade</sup>  
<sup>Boat 2. Spruce.</sup>  
Accidentally, lost the whale, at sunset gave up the chase & spoke came onboard  
Middle & Latter part Moderate breeze from SSE, at 6 AM,  
Saw one Wright Whale, ♂ lowered & chased, could not strike, at 10 AM,  
two more whales lowered two boats starboard boat struck one, waistboat  
struck the other, ♀. <sup>75 lbs.</sup> <sup>19 H</sup> <sup>♂</sup> <sup>75 lbs.</sup> <sup>20 H.</sup> (at 9 AM, spoke ship  
Guissachan of Liverpool, did not understand where bound) So ends this day  
boat off past to two whales, Lat. 34° 04' South. Long. 92° 50' East.

Sunday November 10<sup>th</sup> 1839.

These 24 hours commences with fine weather, Moderate breeze from SE,  
at 2 P.M., took the two Whales alongside & commenced cutting, at 6 AM  
Whale in, & commenced boiling, middle & latter part fine weather, at 9 AM,  
commenced cutting the other Whale, at noon all in & commenced boiling.  
Lat. by Obs.  $33^{\circ}51'$  South. — Long. by Chro.  $92^{\circ}41'$  East.

Monday November 11<sup>th</sup> 1839.

These 24 hours commences with fine weather, light airs from ENE, all hands employed in boiling, Middle & Latter part Much the same. So ends this day Moderate breezes from N, all hands employed in boiling & stowing down.

Tuesday November 12<sup>th</sup> 1839.

These 24 hours commences with moderate gales from N, all hands employed in stowing oil & boiling, middle & latter part strong gales from W, & squally, & ends this day, employed in boiling & stowing down oil.

Wednesday November 13<sup>th</sup> 1839.

These 24 hours commences with varied weather, strong gales from W,  
& squally, rainy & C. employed in stowing down oil, at sunset finished  
boiling. Middle & Latter part the same, so ends this day, stowing oil.  
Lat by Obs.  $34^{\circ} 17'$  South.

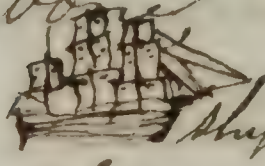
Thursday November 14<sup>th</sup> 1839.

These 24 hours commenced with Bage & Weather, strong gales from S S E,  
employed in stowing oil, Middle & Latter part the same so ended  
this day, stowing the after hold with Meat & Oil; <sup>44 1/2</sup> 20 <sup>44 1/2</sup> Beef 19 <sup>44 1/2</sup> Pork on hand  
Lat.  $34^{\circ} 14'$  South.



Friday November 15<sup>th</sup> 1839

These 24 hours commences with roused weather strong gales from SSE, employed in stowing of the after hold with meat & oil, Middle & Latter part Moderate, so ends this day employed in scraping bones one sail in sight. Lat.  $34^{\circ}10'S$ . Long.  $91^{\circ}48'$  East.



Ship Alexander Mansfield.


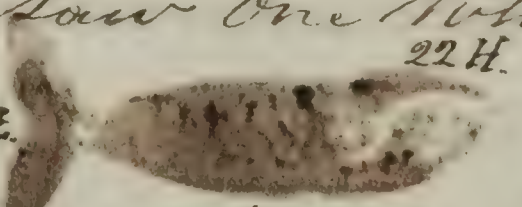
Saturday November 16<sup>th</sup> 1839.

These 24 hours commences with light airs from ENE, at 5 PM spoke ship Alexander Mansfield of Hudson, 3 whale, Middle & Latter part much the same so ends this day, ship Alex. Mansfield in sight. Lat. by Obs.  $34^{\circ}19'$  South. Long. by Acc.  $91^{\circ}55'$  East.

Sunday November 17<sup>th</sup> 1839.

These 24 hours commences with a calm, at 1 PM, saw ship Alex. Mansfield pick up a dead whale, at 6 PM, saw one Wright whale going quick ESE, lowered & chased could not strike, Middle & Latter calm at daylight saw finbacks so ends this day Alex. Mansfield in sight. Lat. by Obs.  $34^{\circ}27'$  South. Long. by Chro.  $91^{\circ}57'$  East.

Monday November 18<sup>th</sup> 1839.

These 24 hours commences with a calm, at 1 PM, saw one Wright whale, Larbord boat struck & killed with the Iron, at 4 PM, took it  along side & commenced cutting at sunset all in (at 6 PM, saw ship Alexander Mansfield take a whale,) Middle & Latter part calm, at 9 AM, saw one whale & a calf, Larbord boat struck & killed the cow  Starbord struck the calf, at 11 AM, took them both along side, cut the Iron out of the calf & let him go, & commenced cutting the whale so ends this day, cutting, ship Alex. Mansfield in sight boiling. Lat. by Obs.  $34^{\circ}29'$  South. Long. by Acc.  $92^{\circ}00'$  East.

Tuesday November 19<sup>th</sup> 1839.

These 24 hours commenced with a calm, employed in cutting, at 2 PM, all in & commenced boiling ship Alex. Mansfield in sight boiling, Middle part calm, Latter part moderate breezes from SSE, so ends this day employed in boiling, ship Alexander Mansfield in sight, & finbacks. Lat. by Obs.  $34^{\circ}20'$  South. Long. by Chro.  $91^{\circ}59'$  East.


Wednesday November 20<sup>th</sup> 1839.

These 24 hours commences with moderate breezes from SSE, employed in boiling, & starting 3 pipes of bread, at 2 PM, saw ship Alexander Mansfield take a whale, Middle & Latter part the same, at noon finished boiling, so ends this day, plenty finbacks & ship Alexander Mansfield in sight.

Lat. by Obs.  $34^{\circ}53'$  South.




Thursday November 21<sup>th</sup> 1839.

These 24 hours commences with fine weather, light breeze from ESE, employed in stowing down oil, ship Alexander Mansfield & plenty finbacks in sight, Middle & Latter part the same, at daylight commenced stowing oil, 2 sails in sight boiling, at 9 AM, saw one Wright whale, Starboard boat struck & killed <sup>23H.</sup>  at 11 AM, took it along side & hooked on, so ends this day cutting, plenty finbacks in sight & two sails.

Lat. by Obs. 35° 06' South.

Friday November 22<sup>d</sup> 1839.

These 24 hours commences with fine weather, light breeze from ESE, employed in cutting, at 3 PM, commenced stowing down & boiling, one sail in sight, Middle & Latter part much the same at 9 AM, saw one <sup>24H.</sup>  Wright whale Starboard boat struck, waist boat killed, so ends this day taking the whale along side, ship Alex. Mansfield in sight.

Lat. by Obs. 35° 15' South.

Long. by Chro. 91° 32' 30" East.

Saturday November 23<sup>d</sup> 1839.

These 24 hours commences with moderate breeze from E, all hands employed in cutting a whale, at 4 PM, commenced boiling again, Middle & Latter part much the same, so ends this day all hands employed in setting up pipe shooks & stowing down oil.

Lat. by Obs. 34° 57' South.

Sunday November 24<sup>th</sup> 1839

These 24 hours commences with fine weather, moderate gales from ENE, all hands employed in setting up shooks, stowing down & boiling, Middle & Latter part much the same, so ends this day, employed in boiling &.

Lat. by Obs. 34° 51' South.

Long. by Chro. 91° 12' 30" East.

Monday November 25<sup>th</sup> 1839

These 24 hours commences with fine weather, moderate breeze from NE, all hands employed in boiling & coopering, at dark finished boiling, Middle part much the same, Latter **Strong** breeze from NE, all hands employed in stowing pipes & coopering, so ends this day.

Lat. by Obs. 35° 04' South.

Tuesday November 26<sup>th</sup> 1839.

These 24 hours commences with fresh breezes from NE, all hands employed in coopering & stowing pipes between decks, Middle & Latter part much the same, so ends this day all hands employed in stowing water, fresh gales from N, steering SSE, one sail in sight.



Wednesday November 27<sup>th</sup> 1839.

These 24 hours commences with strong gales from S, all hands employed in stowing water & oil between decks, at 3 P.M. wind shifted to SW, with rain, middle & latter part much the same so ends this day, employed in setting up pipe shooks, lying by under double reef Main Top-sail, blowing strong from S.  
Lat. by Obs.  $35^{\circ}33'$  South.

Thursday November 28<sup>th</sup> 1839.

These 24 hours commences with strong gales from S, employed in setting up pipe shooks & scraping bone, middle & latter part more moderate, at daylight set the Top-sail, so ends this day employed in setting up Old pipe shooks, no head or tail to them.  
Lat.  $35^{\circ}47'$  South.


Friday November 29<sup>th</sup> 1839.

These 24 hours commences with moderate gales from S, employed in setting up Old pipe shooks, plenty Finbacks in sight, middle & latter part much the same, so ends this day, repairing Main Top & Gallant Sail & setting up pipe shooks, plenty finbacks in sight.  
Lat. by Obs.  $35^{\circ}43'$  South. Long. by Chro.  $93^{\circ}36'$  East.

Saturday November 30<sup>th</sup> 1839.

These 24 hours commences with fine weather, light airs from SSE, employed in setting up pipe shooks, plenty Finbacks in sight, middle & latter part much the same so ends this day, saw one finback.  
Lat. by Obs.  $36^{\circ}02'$  South. Long. by Chro.  $92^{\circ}59'45''$  East.

Sunday ~~November~~ December 1<sup>st</sup>

First part of these 24 hours light airs from SE & calms, at 5 P.M. plenty Finbacks in sight, middle & latter part the same, at 9 A.M. saw one Wright Whale going quick to the south, lowered the boat, waist boat struck w.  & saved it so ends this day taking the whale along side.  
Lat. by Obs.  $36^{\circ}33'$  South

Monday December 2<sup>d</sup> 1839.

First part of this day calm at 1 P.M. commenced cutting, at 5 commenced boiling, light airs from NE, middle part much the same, latter part fresh gales from N, so ends this day boiling, finbacks in sight.  
Lat. by Obs.  $36^{\circ}30'$  South.

Tuesday December 3<sup>d</sup> 1839.

These 24 hours commences with strong gales from N, with rain squalls, at 12 midnight finished boiling, at 9 A.M. wind shifted from N to SW, took in the fore sail, so ends this day lying by under close reef Main Top-sail, reg-d.  
Lat. by Obs.  $36^{\circ}52'$  South. Long. by Chro.  $93^{\circ}29'$  East.



Wednesday December 4<sup>th</sup> 1839.

These 24 hours commences with ruyed weather, fresh gales from S.W. at 11 P.M. set double reef Top Sails & Fore sail, Middle part Moderate, Latter part strong gales from W.N.W. steering South, all hands employed in coopersing & stowing oil between decks, so ends this day, ruyed.

Lat. by Obs.  $37^{\circ}19'$  South.

Thursday December 5<sup>th</sup> 1839.

These 24 hours commences with ruyed weather, strong gales from W.N.W. all hands employed in coopersing & stowing oil between decks, at 6 P.M. saw one finback going quick N.W. plenty birds in sight, Middle & Latter part fine weather, at 7 A.M. saw two Wright Whales, lowered the boats, Starboard boat struck one & took two lines, loose whale capsized the waist boat & lost the other whale, at 10 A.M. Starboard boat struck the other & saved it, so ends this day taking the whale alongside.

Lat. by Obs.  $37^{\circ}52'$  South.

Long. by Chro.  $93^{\circ}47'30''$  East.

Friday December 6<sup>th</sup> 1839.

These 24 hours commences with fine weather Moderate breeze from N.W. employed in cutting, at 5 P.M. commenced boiling, Middle & Latter part Much the same, so ends this day all hands employed in boiling & setting up Pipe Shooks, Lat. by Obs.  $37^{\circ}57'$  South.

Saturday December 7<sup>th</sup> 1839.

These 24 hours commences with fresh gales from N.W. all hands employed in setting up Pipe Shooks & boiling, at 5 P.M. saw a number Finbacks, Middle part Much the same, Latter part ruyed, at 5 A.M. finished boiling, so ends this day, employed in setting up Pipe Shooks.

Lat. by Obs.  $38^{\circ}31'$  South.

Long. by Chro  $93^{\circ}33'$  East.


Sunday December 8<sup>th</sup> 1839.

These 24 hours commences with ruyed & squally weather, strong gales from W.S.W. employed in setting up Pipe Shooks & bundling bone, at 5 P.M. saw one Wright Whale, Starboard boat started & missed, plenty Finback & birds in sight, Middle & Latter part Much the same, at 6 A.M. saw two Wright Whales Starboard boat struck one & killed it 10 miles to the windward, waisted it & came on board, Starboard boat struck the other & drowned, so ends this day, all hands employed in coopersing & stowing oil, blowing strong from W.N.W. with a large sea, ~~38<sup>th</sup>~~

Lat. by Obs.  $38^{\circ}49'$  South.



Monday December 9<sup>th</sup> 1839.

These 24 hours commences with strong gales from WNW, & raged, all hands employed in stowing oil between decks, at 2 PM, saw one Wright Whale,  Middle & Latter part blowing strong with a heavy swell from WNW, lying by under short tail, employed in setting up shooks. Lat. by Obs. 38°36' South. Long. by Chro 93°47'15" East.


Tuesday December 10<sup>th</sup> 1839.

These 24 hours commences with raged weather lying by under short tail, blowing strong from WNW, employed in setting up short shooks, Middle & Latter part more moderate, at daylight made sail, saw two Finbacks, so ends this day not any thing in sight. Lat. by Obs. 38°45' South. Long. by Chro. 93°45'45" East.

Wednesday December 11<sup>th</sup> 1839.

These 24 hours commences with moderate breeze from WNW, with a heavy swell from WNW, not any thing in sight excepting birds, Middle part rising, Latter part blowing strong from SW, so ends this day employed in repairing boat & cask. Lat. by Obs. 39°11' South.

Thursday December 12<sup>th</sup> 1839.

These 24 hours commences with strong gales from SW with a heavy swell, at 2 PM, lowered the boats for one whale,  could not faster come on board again, at 5 PM, lost reef the Main Top Sail, Middle & Latter part blowing strong with a heavy sea running, employed in repairing boat, lying by under close reef Main Top Sail. Lat. 39°30'


Friday December 13<sup>th</sup> 1839.

These 24 hours commences with a blow from SW, with a heavy sea running, lying by under close reef Main Top Sail, employed in repairing waist boat, Middle & Latter part the same so ends. Lat. 39°40'

Saturday December 14<sup>th</sup> 1839.

These 24 hours commences with a gale from SW, with a large sea running, plenty Birds in sight, at 3 PM, saw a whale breach, (lying by under close reef M.T. Sail,) Middle & Latter part more moderate, so ends this day, raged, (at 9 AM, set double reef Top Sails). Lat. 39°24' South.

Sunday December 15<sup>th</sup> 1839.

These 24 hours commences with strong gales from SW & raged, at 3 PM saw one Wright Whale  Harbord boat struck, Harbord boat killed with the Iron, at 5 PM, took it along side, Middle part lying by the whale, at daylight commenced cutting at 9 AM, commenced sailing & made sail, so ends, calm. Lat. 39°23' S. Long. 95°36'45" East.



Monday December 16<sup>th</sup> 1839.

These 24 hours commences with a calm & a heavy swell from S<sup>W</sup>, all hands employed in boiling, plenty Finbacks & one carcass in sight, Middle part light airs from W<sup>N</sup>W, & rainy, Latter part light airs from W<sup>S</sup>W, & cloudy, so ends this day all hands employed in boiling.

Tuesday December 17<sup>th</sup> 1839.

These 24 hours commences with light airs from W, & cloudy, plenty Finbacks in sight, at 5 P<sup>M</sup>, finished boiling, Middle & Latter part Much the same, at 6 A<sup>M</sup>, saw 2 Wright Whales, <sup>28 H.</sup> Starboard boat struck & saved ~~it~~ One, at 8 A<sup>M</sup> took it along side, & commenced cutting, so ends this day all hands employed in stowing down oil.

Lat. by Obs.  $39^{\circ}25'$  South.

Long. by Chro.  $95^{\circ}25'30''$  East.

Wednesday December 18<sup>th</sup> 1839.

These 24 hours commences with fine weather, Moderate gales from W<sup>N</sup>W, all hands employed in stowing down oil, at 2 P<sup>M</sup>, saw one Wright Whale, <sup>27 H.</sup> Waist boat struck & killed with the Iron, at 3 past 3 took the whale along side, Middle & Latter part Much the same, so ends this day, lying by the whale employed in stowing & boiling.

Lat. by Obs.  $39^{\circ}32'$  South

Thursday December 19<sup>th</sup> 1839.

These 24 hours commences with fine weather all hands employed in cutting the whale, Moderate breeze from W<sup>N</sup>W, Middle part much the same, Latter part rainy, so ends this day, employed in boiling & setting up the

Friday December 20<sup>th</sup> 1839.

These 24 hours commences with fresh breeze from W, & hoarse & rainy weather, employed in boiling & setting up the hooks, Middle part the same, Latter part light airs from S<sup>W</sup>, with a heavy swell running, at 6 A<sup>M</sup>, put out the fires & commenced stowing down oil so ends this day employed in cooping & stowing down.

Saturday December 21<sup>st</sup> 1839.

These 24 hours commences with Moderate breeze from S<sup>W</sup>, with a heavy swell running, employed in stowing down oil at sunset commenced boiling again, Middle & Latter part Much the same, at 11 A<sup>M</sup>, finished boiling, so ends this day employed in cooping oil. Thick, hoarse weather,



Sunday December 22<sup>nd</sup> 1839.

These 24 hours commences with light air from W, with a heavy swell, employed in coopersing & stowing down oil, at 5 PM, finished stowing of the Fore Hatchway, Thick, cloudy weather, Middle & Latter part the same. So ends this day, coopersing & stowing down

Monday December 23<sup>rd</sup> 1839.

These 24 hours commences with fresh gales from WNW & Thick weather, employed in stowing off the After hatchway, Middle & Latter part fine weather, at daylight set all sail, So ends this day, all hands employed in clearing bone, Plenty firebacks in light.

Tuesday December 24<sup>th</sup> 1839.

These 24 hours commences with fine weather, all hands employed in stowing bone & Meat, setting up Pipe Shocks &c. at 5 PM, saw One Wright Whale <sup>30 H.</sup> ~~at 10 PM~~ Carbond boat struck & killed; at dark took the whale along side & took in all sail, Middle part lying by the whale, Latter part cloudy, hazy weather, at daylight commenced culling, So ends this day all hands employed in clearing decks & boiling.

Wednesday December 25<sup>th</sup> 1839.

These 24 hours commences with fresh breezes from WNW, at 1 PM, set double reef Topails & jib, employed in boiling & setting up Pipe Shocks, at 4 PM, saw One Wright Whale ~~X~~ going quick to the Westward, Middle part much the same, Latter part blowing strong from NW, with a heavy sea running, at 7 AM, took in the fore Topail, So ends this day thick rainy weather, employed in boiling.

Thursday December 26<sup>th</sup> 1839.



These 24 hours commences with a gale from NW, with rain & a heavy sea running, at 1 PM, lost reef the Main Topail, employed in boiling, at 2 PM, wind shifted suddenly from NW to SW, Middle & Latter part thick rainy weather, at 6 AM, set the Topails & finished boiling, So ends this day light air from all points of the compass.

Friday December 27<sup>th</sup> 1839.

These 24 hours commences with thick rainy weather, light air from all points of the compass, with a large swell, at 7 PM, set Sea Batches coarse Wby N Middle & Latter part fine weather, at 8 AM, saw One Wright Whale <sup>30 H.</sup> ~~at 10 PM~~ waist boat struck & killed with the Iron, So ends this day stowing down oil, whale along side. Lat. 40° 28' S. Long. 94° 42' 30" East.


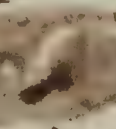


Saturday December 28<sup>th</sup> 1839.


These 24 hours commences with Moderate weather, wind from ESE, with a large swell from SW, employed in stowing oil in the blubber room, at 5 PM, commenced cutting, at dark all in (half grey skin) Middle & Latter part thick hazy weather, at 6 AM, saw a number of Wright Whales.  to the windward, at 11 AM, saw one Wright Whale  So ends this day strong gale from NW with a large sea, employed in cleaning bone & hooping off meat.

Lat. by Obs.  $40^{\circ}46'$  South. Long. by Chron.  $93^{\circ}54'30''$  E.

Sunday December 29<sup>th</sup> 1839.

These 24 hours commences with strong gale from NW, & rugged, steering by the wind South Westward Middle & Latter part thick rainy & squally weather, at 11 AM, close reef the main Top sail, at 6 AM set double reef Top sail, saw one Wright Whale  at 11 AM saw two Wright Whales Larbord boat struck & killed one  So ends this day boat off fast to the whale, blowing strong from W with a heavy sea.

Monday December 30<sup>th</sup> 1839.

These 24 hours commences with rugged weather blowing heavy from N, with a heavy sea running, at 4 PM, took the  whale along side & close reef the main Top sail, got dinners & commenced boiling, plenty Wright Whales in sight, Middle & Latter part blowing heavy, at 4 AM Fluke Chain parted, lost the whale at 10 AM, put out the fires, could not boil, so ends this day blowing a gale from W, Lat.  $41^{\circ}14'$  South.

Tuesday December 31<sup>st</sup> 1839.

These 24 hours commences with a heavy gale from W, at 2 PM took in the fore sail, Middle & Latter part much the same So ends this day, blowing heavy from W with a heavy sea running.

Wednesday January 1<sup>st</sup> 1840

These 24 hours commences with a heavy gale from W, with a large sea running, Middle & Latter part the same So ends this day.

Thursday January 2<sup>d</sup> 1840

These 24 hours commences with a heavy gale from W, with a large sea running, lying under close reef main Top sail, Middle part much the same, Latter part more Moderate, at 9 AM, Bore ship & set the fore sail, so ends this day heavy sea running towing both sails under wind from WSW.

Lat. by Obs.  $41^{\circ}11'$  South.



Friday January 3<sup>d</sup> 1840.


These 24 hours commences with strong gales from WSW, with a heavy sea running, One sail in sight, at 2 P.M. commenced boiling, Middle & Latter part more moderate, at 6 A.M. finished boiling, so ends this day moderate weather, One sail in sight.

Lat. by Obs.  $40^{\circ}45'$  South Long. by Chro.  $94^{\circ}45'$  East.

 Ship Hongqua. Saturday January 4<sup>th</sup> 1840.

These 24 hours fresh gales from NNW, at 4 P.M. spoke ship Hongqua, West, New Bedford, 1500 bbls. whale oil, Middle & Latter part thick rainy weather, so ends this day, steering Westward, wind from NNW & raged, ship Hongqua in sight.

Sunday January 5<sup>th</sup> 1840

These 24 hours commences with strong gales from NNW, with thick rainy weather, & a heavy sea, at 4 P.M. double reefed the topsails Middle part much the same, Latter part more moderate at sunrise set all sail, & steered Westward so ends this day strong gales from NNW, thick weather, at 9 A.M. saw 3 right whales.  Lower could not strike, at noon came on board again, so ends this day.

Lat. by Obs.  $41^{\circ}34'$  South. + Long. by Chro.  $92^{\circ}50'15''$  East.

Monday January 6<sup>th</sup> 1840

These 24 hours commences with strong gale from NNW, at 4 P.M. double reefed the topsails, at 6 P.M. heavy squalls from NW, close reefed Main Top sail, & took in the fore sail, Middle & Latter part blowing heavy with a heavy sea running, at 9 A.M. took in the M Top sail, both Pumps going, so ends this day blowing a heavy gale from W.

Tuesday January 7<sup>th</sup> 1840.

These 24 hours commences with a heavy gale from W at 3 P.M. stove the waist board bad, at 3 O'clock & 15 minutes Pumped the ship dry, at 4 P.M. commenced pumping again both pumps, at 6 P.M. freed the weather pump (at 5 P.M. scuttled 20 bbls. water, 12 bbls. oil, cut away the remains of the waist board &c.) heavy sea running, ship lying very bad. Decks full of water, One pump going continually, Barometer down to  $28\frac{3}{10}$ , Middle & Latter part much the same, at 4 A.M. Barometer began to rise, so ends this day, a very bad sea running, blowing heavy from WNW lying under Main Spencer & fore Top mast sheet sail.

(at the time the waist board was cut away, started the Larboard plank sheer off)

Barometer  $29\frac{3}{10}$



Wednesday January 8<sup>th</sup> 1840.

These 24 hours commences a little more moderate with thick & rainy, at 9 Evening set close reef Main Top sail, Middle & Latter part more moderate, with a heavy sea running, at daylight set double reef Top sails & jib, so ends this day, strong gales from WNW, thick rainy weather. Barometer  $29^{\circ}\frac{4}{10}$

Thursday January 9<sup>th</sup> 1840.

These 24 hours raged, at 2 PM, wind shifted from WNW to SW, blowing a gale, took in fore top sail & jib, parted the main Top sail each rope, took it in & stoped it, set it again & steered & under double reef Main Top sail & Fore sail, very heavy sea running, Barometer standing on  $29^{\circ}\frac{4}{10}$  Middle & Latter part more moderate, at 6 AM, set all sail, at 8 AM, saw one wright, whale going to the windward, all hands employed in stowing meat, repairing boats & cask, cook's house &c. so ends this day light air, a heavy swell, one sail in sight. Lat. by Obs.  $41^{\circ}43'$  South. Long. by Chro.  $93^{\circ}29'15''$  East.

Friday January 10<sup>th</sup> 1840.

These 24 commences with light breeze from WNW, all hands employed in repairing damages, Middle & Latter part blowing strong, at 12 midnight double reef the Top sail, took in jib & main sail, at 10 AM, set jib & main sail again, so ends this day, blowing strong from WNW & thick hazy weather. Lat.  $41^{\circ}55'$  South. Long. by act  $91^{\circ}05'$  East.

Saturday January 11<sup>th</sup> 1840.

These 24 hours commences with strong gales from WNW with thick hazy, & raged, steering by the wind westward, Middle & Latter part blowing heavy, at 11 AM, took in the Fore Top sail, at 10 AM, close reef the M. T. sail & took in the Fore sail, so ends this day, blowing a gale from WNW. Lat. by Obs.  $42^{\circ}41'$  South. Long. by Chro.  $90^{\circ}46'15''$  East.

Sunday January 12<sup>th</sup> 1840.

These 24 hours commences with a gale from WNW with a large sea, lying by under close reef Main Top sail, Middle & Latter part much the same, at 5 AM, wind to WSW, so ends this day, lying by under close reef. Lat. by  $42^{\circ}29'$  South.

Monday January 13<sup>th</sup> 1840.

These 24 hours raged, strong gales from W, at 2 PM, set the Fore sail, at 4 set double reef Top sails, Middle part much the same, Latter part blowing heavy from NW with thick rainy weather at 9 AM, took in the fore Top sail, so ends this day lying by under double reef Main Top sail & Fore sail. Lat  $41^{\circ}45'$  South.



Tuesday January 14<sup>th</sup> 1840.

These 24 hours commences with a gale from NW, with a heavy sea, at 3 PM, took in the Fore sail, at sunset close reefed the Main Top sail, Middle & Latter part blowing heavy, at 9 AM, wind shifted to WSW, so ends this day steering N under close reefed Main Top sail, with a heavy sea.  
Lat. 41° 59' South. + Long. by Chro. 91° 06' 30" East.

Wednesday January 15<sup>th</sup> 1840

These 24 hours commences with a gale from WSW, with a heavy sea, steering N under close reefed Main Top sail, at 3 PM, set the Fore sail, at 8 PM, set double reef fore Top sail, Middle part much the same, at 3 AM, took in the fore top sail again, Latter part blowing heavy with heavy squalls, so ends this day blowing a gale from SW, with a heavy sea, steering N under close reefed Main Top sail & Fore sail.  
Lat. by Obs. 40° 00' South +

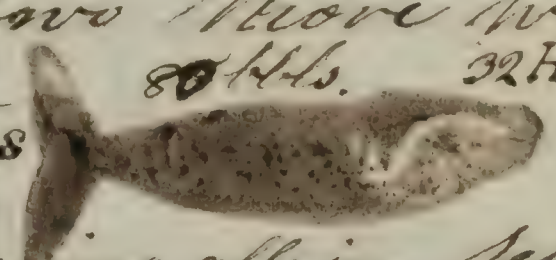
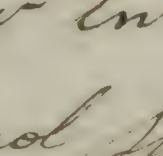
Thursday January 16<sup>th</sup> 1840.

These 24 hours commences with a gale from SW, with a large sea, steering N, at 3 PM, set double reef fore top sail, at 5 PM, took one reef out the Main Top sail, Middle & Latter part more moderate, at 3 AM, passed a ship steering Eastward, at daylight set all sail, so ends.  
Lat. 38° 38' South.

Friday January 17<sup>th</sup> 1840.

These 24 hours commences with moderate breezes from W by S, steering North Westward, all sail set, watch employed in ship's duty, Middle & Latter part much the same, so ends this day fresh breeze from W by S, cloudy.  
Lat. 37° 27' South. +

Saturday January 18<sup>th</sup> 1840.

These 24 hours commences with fresh gales from WNW, & cloudy weather, at 1 PM, saw two right whales, Starboard boat struck one, line parted, lost the whale, at 3 PM, saw two more whales, Starboard boat struck one & saved it  at 5 PM, took it along side & commenced cutting, at 10 evening all in, set the watch & wore ship to the Northward for home, at full, (at sunset saw two more whales ) Middle & Latter part fine weather, at 5 AM, wind shifted to SE, so ends this day, all hands employed in boiling, steering WNW.  
Lat. by Obs. 36° 53' South. + Long. by Chro. 89° 04' 45" East.



Sunday January 19<sup>th</sup> 1840.

These 24 hours commences with fine weather, light breeze from SE, Steering <sup>WNW</sup>WNW, all hands employed in boiling, Middle & Latter part much the same, so ends this day, boiling, come <sup>WNW</sup>WNW, light air from NE.

Lat. by Obs. 36° 41' South.

Long. by Chro. 88° 17' East.

Monday January 20<sup>th</sup> 1840

These 24 hours commences with light air from NE, Steering <sup>WNW</sup>WNW, all hands employed in boiling, at 5 PM, finished boiling, Middle & Latter part much the same, so ends this day employed in stowing down oil.

Lat. by Obs. 36° 35' South.

Long. by Chro. 87° 03' 45" East.

Tuesday January 21<sup>st</sup> 1840.

These 24 hours commences with light air from NE, Steering <sup>WNW</sup>WNW, all hands employed in stowing down oil, at sunset all down, ship all full, Middle & Latter part much the same, employed washing ship, so ends.

Lat. by Obs. 36° 22' South.

Long. by Chro. 86° 02' 30" East.

Wednesday January 22<sup>d</sup> 1840

These 24 hours commences with light air from ENE, Steering <sup>WNW</sup>WNW, all hands employed in fitting & bending topsails, Middle & Latter part much the same, so ends this day, all hands employed in fitting and bending sails. Lat. by Obs. 36° 20' South.

Long. by Chro. 84° 49' 15" East.

Thursday January 23<sup>d</sup> 1840.

These 24 hours commences with light breezes from SE, Steering <sup>WNW</sup>WNW, all hands employed in ship's duty, at 4 PM, spoke the English Bark **Jamar** 35 Days from Calcutta bound to Sydney, Middle & Latter part much the same, so ends this day Steering <sup>NW by W</sup>NW by W, with all sail set, light air from SE, all hands employed in ship's duty.

Lat. by Obs. 35° 50' South,

Long. by Chro. 83° 52' 30" East.

Friday January 24<sup>th</sup> 1840

These 24 hours commences with light air from SE, Steering <sup>NW by W</sup>NW by W, all hands employed in repairing & bending sails, rigging &c. Middle & Latter part fresh breeze from NW Steering by the wind Northward so ends this day all hands employed in bundling & stowing bone.

Lat. by Obs. 34° 47' South

Long. by Chro. 83° 54' 15" East.

Saturday January 25<sup>th</sup> 1840.

These 24 hours commences with fine weather with moderate breeze from NW, Steering by the wind Northward, all hands employed in bundling & stowing bone, one Barque ship in sight Steering Northward, Middle & Latter part fresh gale from NW so ends this day employed in bundling & stowing bone. Lat. by Obs. 33° 12' South.

Long. by Chro. 84° 00' 15" East.



Sunday January 26<sup>th</sup> 1840.

These 24 hours commences with fresh gale from NNW, at 5 PM squally with rain, took in the main Royal, at sunset tacked ship to the westward, Middle & Latter part fine breezes from W by N, tacked ship to the Northward, at daylight one sail in sight steering N Eastward, so ends this.

Lat. by Obs.  $31^{\circ} 46' S$ . Long. by Obs.  $85^{\circ} 40' E$ . by Chro.  $84^{\circ} 01' E$ . Chro. 80 miles too far West.

Monday January 27<sup>th</sup> 1840.

These 24 hours commences with fine weather moderate breeze from W by N, steering N, with all sail set. Middle & Latter part much the same, employed in breaking out bone, drying it & stowing it back again, so ends this day, light airs from N by W.

Lat. by Obs.  $30^{\circ} 44' S$ . Long. by Obs.  $85^{\circ} 36' E$ . by Chro.  $83^{\circ} 54' E$  East.

Tuesday January 28<sup>th</sup> 1840.

These 24 hours commences with light breeze from NNW, & fine weather employed in stowing bone, Middle & Latter part much the same, watch employed in taking care of bone so ends this day, light airs from NW.

Lat. by Obs.  $29^{\circ} 54' South$ . Long. by Obs.  $85^{\circ} 21' 45'' E$ . by Chro.  $84^{\circ} 06' 45'' E$  East.

Wednesday January 29<sup>th</sup> 1840.

These 24 hours commences with light airs from NW, the watch employed in taking care of bone, Middle part calm, Latter part light airs from NW by W, so ends this day, employed in taking care of bone.

Lat. by Obs.  $29^{\circ} 41' South$ . Long. by Chro.  $83^{\circ} 50' 15'' E$  East.

Thursday January 30<sup>th</sup> 1840.

These 24 hours commences with light airs from WNW, watch employed in taking care of the bone, at 4 PM, finished stowing the bone, all in good order, Middle part moderate breezes from SSW, Latter part fresh gales from South at sunrise set foretop. Mast studding sail & F Top & Studding sail, course W by N by compass.

Lat. by Obs.  $29^{\circ} 11' South$ . Long. by Chro.  $81^{\circ} 58' 30'' E$  East.

Friday January 31<sup>st</sup> 1840.

These 24 hours commences with fresh gale from S steering W by N, with all sail set, Middle & Latter part wind from ESE, at 10 AM, set the lower studding sail, so ends this day, steering W by N.

Lat. by Obs.  $28^{\circ} 57' South$ . Long. by Chro.  $79^{\circ} 13' 45'' E$  East.

Saturday February 1<sup>st</sup> 1840.

These 24 hours commences with fine breezes from SE, steering W by N, all sail set, Middle & Latter part much the same, so ends this day the watch employed in ships duty, steering W by N with all sail.

Lat. by Obs.  $28^{\circ} 43' South$ . Long. by Chro.  $77^{\circ} 02' 45'' E$  East.



Sunday February 2<sup>d</sup> 1840.

These 24 hours commences with a fine breeze from ESE, steering W, watch employed in ships duty, middle & latter part much the same, so ends this day, fine weather, steering W.  
Lat. by Obs.  $28^{\circ}55'$  South. + Long. by Chro.  $74^{\circ}34'$  East.

Monday February 3<sup>d</sup> 1840.

These 24 hours commences with a fine breeze from E by S, steering W, by compass, middle & latter part much the same so ends this the watch employed in ships duty, steering W, fine weather, wind from E.  
Lat. by Obs.  $29^{\circ}11'$  South. + Long. by Chro.  $72^{\circ}28'30''$  East.

Tuesday February 4<sup>th</sup> 1840.

These 24 hours commences with fine weather, with a fine breeze from E, steering W by N, by compass, the watch employed in ships duty, middle & latter part much the same, so ends this day, fine weather.  
Lat. by Obs.  $29^{\circ}14'$  South. + Long. by Chro.  $70^{\circ}30'45''$  East.

Wednesday February 5<sup>th</sup> 1840.

These 24 hours commences with moderate breeze from E, with fine weather, steering W by compass, the watch employed in ships duty, middle & latter part light breezes from ENE so ends this day steering W by N.  
Lat. by Obs.  $29^{\circ}30'$  South. + Long. by Acc. from Chro.  $69^{\circ}00'$  East.

Thursday February 6<sup>th</sup> 1840.

These 24 hours commences with light winds from ENE, steering W by N, watch employed in ships duty, middle & latter part much the same, so ends this day, employed in ships duty.  
Lat. by Obs.  $29^{\circ}19'$  South. + Long. by Chro.  $67^{\circ}10'15''$  East.

Friday February 7<sup>th</sup> 1840.

These 24 hours commences with a fine breeze from E by S, steering W, by compass, the watch employed in ships duty, middle & latter part much the same, so ends this day, fine breeze from E by N, steering W by N.  
Lat. by Obs.  $29^{\circ}40'$  South. + Long. by Chro.  $64^{\circ}47'$  East.

Saturday February 8<sup>th</sup> 1840

These 24 hours commences with a fine breeze from E by N, steering W by N, with all sail set, watch employed in filling rigging, middle part much the same, latter part wind from N so ends this day.  
Lat. by Obs.  $29^{\circ}46'$  South. + Long. by Chro.  $62^{\circ}14'30''$  East.  
Long. by Luner.  $63^{\circ}25'$  East.



Sunday February 9<sup>th</sup> 1840.

These 24 hours commences with fresh breezes from N steering W by N, at 5 PM, took in studding sails, fore & aft, braced the yards up sharp, heading W by N, by the wind, Middle & Latter part much the same so ends this day. Long. by Obs.  $61^{\circ}23'15''$  East. Lat. by Obs.  $30^{\circ}01'$  South. Long. by Chro.  $60^{\circ}21'30''$  East.

Monday February 10<sup>th</sup> 1840.

These 24 hours commences with squally weather, wind from NWN, steering westward by the wind, Middle & Latter part variable wind & cloudy, so ends this day.

Lat. by Obs.  $30^{\circ}04'$  South. Long. by Chro.  $58^{\circ}42'30''$  East.

Tuesday February 11<sup>th</sup> 1840.

These 24 hours commences with light variable breezes from NWN to ENE, & cloudy, Middle & Latter part much the same with rain showers. Lat. by Obs.  $29^{\circ}59'$  South. Long. by Chro.  $57^{\circ}22'30''$  East.

Wednesday February 12<sup>th</sup> 1840.

These 24 hours commences with light breezes from E, & clear weather, course WNW per compass, Middle part much the same, Latter part cloudy with rain squalls, so ends this day, course WNW.

Lat. by Obs.  $29^{\circ}51'$  South. Long. by Chro.  $56^{\circ}01'30''$  East.

Thursday February 13<sup>th</sup> 1840.

These 24 hours commences with moderate breeze from E by S, & cloudy, course WNW per compass, Middle & Latter part much the same, so ends this day, hazy weather & fresh breezes.

Lat. by Obs.  $29^{\circ}25'$  South. Long. by Chro.  $53^{\circ}50'15''$  East.

Friday February 14<sup>th</sup> 1840.

These 24 hours commences with fresh breezes from E by S, & cloudy with rain squalls, course W by N per compass, Middle & Latter part blowing strong, with a large sea, so ends.

Lat.  $29^{\circ}23'$  S. Long.  $50^{\circ}41'$  East.

Saturday February 15<sup>th</sup> 1840.

These 24 hours commences with strong gale from E by S, with thick rainy weather & a heavy sea running, at 2 PM, blowed away M<sup>d</sup> Gallant studding sail & broke the F Top G studding sail yard, course W by N, per compass, at 6 PM, took in Main Royal & Fore Top Gallant sail, at dark took in Main Top Gallant sail, blowing heavy, (Barometer down to 29 $\frac{1}{2}$ ) Middle part much the same, Latter part blowing heavy from SE by S, with a large sea, & hazy weather, course W by N, by compass.

Lat. by Obs.  $29^{\circ}21'$  South. Long. by Accl. from Chro.  $4^{\circ}40'$  East.



Sunday February 16<sup>th</sup> - 1840.

These 24 hours commences with heavy gales from S E by S, with a heavy sea & hazy weather, course W by N, per compass, at six PM, ~~Double reefed~~ the Fore Top Sail & single reefed the Main one, Middle & Latter part much the same, at 1 AM, set the Main Sail & M Top Gallant Sail, at daylight let one reef out the Fore Top Sail & set Fore Top Gallant Sail, so ends this day, Strong gales from S with a large sea & hazy weather, course W by N.

Lat. by Obs.  $29^{\circ}17'$  South. Long. by Chro. at noon  $45^{\circ}16'$  East

Monday February 17<sup>th</sup> - 1840.

These 24 hours commences with strong gales from S, with a large sea & hazy weather, course W by N per compass, Middle & Latter part much the same, so ends this day, raged weather & hazy.

Lat. by Obs.  $29^{\circ}05'$  South. Long. by Chro  $42^{\circ}00'30''$  East

Tuesday February 18<sup>th</sup> - 1840.

These 24 hours commences with strong gales from S with a large sea & cloudy, course W per compass, at 6 PM, split the Main Top Gallant Sail & took it in, Middle & Latter part more moderate, at daylight set Top Mast & Top Gallant Standing sails & sent the M. T. G. Sail & Yard, on deck, so ends this day, feting M. T. G. Yard.

Lat. by Obs.  $29^{\circ}52'$  South. Long. by Chro  $39^{\circ}36'$  East.

Wednesday February 19<sup>th</sup> - 1840.

These 24 hours commences with fresh breezes from S S E, course W, per compass, at 4 PM, crossed the M. T. G. Yard & bent the sail & set it, M. Royal &c. Middle & Latter part light airs from S S W, so ends this day, repairing sails.

Lat. by Obs.  $30^{\circ}05'$  South. Long. by Chro.  $37^{\circ}53'45''$  East.  $39^{\circ}13'$  True.

Thursday February 20<sup>th</sup> - 1840.

These 24 hours commences with light airs from S S W, steering W N W per compass, Middle part blowing strong at 11 PM, double reef the Top sail, at 3 AM, took in jib & Main sail, & lost reef the Top Sail, Latter part the same, so ends, blowing a gale & a large sea.

Lat. by Obs.  $29^{\circ}53'$  South. Long. by Chro.  $35^{\circ}50'45''$  East.

Friday February 21<sup>st</sup> - 1840.

These 24 hours commences with a gale from S S W, with a large sea, steering Westward under lost reef Top sails, at 6 PM, set double reef Top sails, wind from S S E, course W per compass, Middle & Latter part more moderate, at daylight set all sail, so ends this day, Course W, per compass, Strong breezes from S E.

Lat. by Obs.  $30^{\circ}16'$  South. Long. by Chro.  $33^{\circ}10'15''$  E.  $34^{\circ}30'$  True.



Saturday February 22<sup>d</sup> 1840.

These 24 hours commences with fresh breezes from SE, course W, per compass, with all sail set, Middle & Latter part Moderate breezes from E, so ends this day employed in repairing sails.  
Lat. by Obs.  $30^{\circ}55'$  South. Long. by Chro.  $31^{\circ}14'45''$  E.

Sunday February 23<sup>d</sup> 1840.

These 24 hours commences with Moderate breezes from E, course W, per compass, Middle part much the same, course WSW, per compass, Latter part strong gales from ENE, steering W, so ends this day.

Lat. by Obs.  $32^{\circ}26'$  South. Long. by Chro.  $28^{\circ}43'00''$  E. True Long. is  $30^{\circ}03'$  E.

Monday February 24<sup>th</sup> 1840.

These 24 hours commences with strong gales from ENE, course W, per compass, at sunset double reef the Top Sails, blowing heavy with a large sea, Middle part much the same, Latter part more Moderate, at daylight set the Studding Sails, so ends this light airs from WNW, & hazy, green water &c.

Lat. by Obs.  $34^{\circ}20'$  South. Long. by Chro.  $25^{\circ}31'$  E.

Tuesday February 25<sup>th</sup> 1840

These 24 hours commences with fine weather light breezes from WNW, at 5 P.M. set Studding Sails & steered W by N, per compass, Middle part the same, Latter part squally, wind from W, at 11 A.M. double reefed the Top Sails & furled the Main Sails.

Lat. by Obs.  $35^{\circ}05'$  South. Long. by Chro.  $23^{\circ}10'45''$  East.

Wednesday February 26<sup>th</sup> 1840

These 24 hours commences with heavy squalls from W, at 6 P.M. took in the jib & clew reef the fore Top sail, one Barque ship in sight to leeward lying by and close reefed Main Top sail & Fore sail, Middle part much the same, Latter part more Moderate, at daylight set Studding sail, fresh breeze from SE, so ends this day a very bad sea running, thick weather, black fish & one bark ship in sight.

Lat. by Obs.  $35^{\circ}25'$  South. Long. by Obs. from Chro.  $22^{\circ}00'$  E.

Thursday February 27<sup>th</sup> 1840.

These 24 hours commences with cloudy weather, & a fine breeze from SE, course WNW per compass, at 4 P.M. Signalized a French Barque bound Westward, Middle part much the same, Latter part strong gales from W & cloudy, so ends this day green water.

Lat. by Obs.  $35^{\circ}40'$  South. Long. by Chro.  $19^{\circ}45'45''$  East.



Friday February 28<sup>th</sup> 1840.

These 24 hours commences strong gales from W, per compass, Steering Northward, at 4 PM, saw land South coast of Africa, bearing N, per compass, at 5 PM, passed a Brig Steering East, by compass, One other sail in sight, Middle part wind from NW, Latter part much the same, So ends this day land in sight & one sail in shore, wind from W.

Lat. by Obs.  $35^{\circ} 03'$  South. Long. by Oc.  $20^{\circ} 27' 45''$  E. Long. by Chro.  $19^{\circ} 13' 15''$  E.

Saturday February 29<sup>th</sup> 1840.

These 24 hours commences with Moderate breezes from W, at 5 PM, Tacked ship off shore, one sail in sight, at 6 PM, Cape Lagullas bore NW by W, per compass, Dist. 10'. Middle part squally at 3 AM, close reefed the Top Sails, Latter part much the same, So ends this day.

Lat. by Obs.  $35^{\circ} 34'$  South. Long. by Chro.  $19^{\circ} 00'$  East

Sunday March 1<sup>st</sup> 1840.

These 24 hours commences with strong gales from W, at 11 PM, set double reef Top Sails, Jib & Main Sails, heavy swell from WSW, & cloudy, Middle part much the same, Latter part Moderate breezes from W, with a heavy swell from SW, So ends this day cloudy.

Lat. by Obs.  $35^{\circ} 26'$  South. Long. by Chro.  $18^{\circ} 52' 15''$  East.

Monday March 2<sup>d</sup> 1840.

These 24 hours commences with airs & calms from W, with a heavy swell from SW, Middle part much the same at 2 AM, light airs from EN E, Latter part much the same, at 10 AM, wind veered to S.

Lat. by Obs.  $35^{\circ} 22'$  South. Long. by Chro.  $18^{\circ} 13' 15''$  East.

Tuesday March 3<sup>d</sup> 1840.

These 24 commences with light breezes from S, course NW, per Compass, at 4 PM, saw Land, South Coast of Africa near Cape Lagullas, bearing NE by E, by Compass, Dist. 25 Miles, Middle part much the same, Latter part strong gales from S, Steering NE by N per compass, at noon saw Cape Good Hope, bearing NE, per compass, Dist 20 Miles, So ends this day. (Chro. out the way 70' W.)

Lat. by Obs.  $34^{\circ} 39'$  South. Long. by Chro. After corrected.  $18^{\circ} 14'$  East

Wednesday March 4<sup>th</sup> 1840.

These 24 hours commences with strong gales from S, Cape Good Hope in sight, at sunset Table Mounting bore ESE, by Compass, Dist. 25 Miles, Course NNW, by compass. Middle & Latter part much the same, So ends this day, course NNE, Strong gales from S, per compass, With all sail set.

Lat. by Obs.  $32^{\circ} 33'$  South. Long. by Chro. at noon.  $15^{\circ} 23'$  E.



Thursday March 5<sup>th</sup> 1840.

These 24 hours commences with strong gales from S & raged  
Course NNW, by compass, Middle & Latter part much the same  
so ends this day, course NNW per compass.

Lat. by Obs.  $30^{\circ}28'$  South. Long. by Chro. at Noon  $13^{\circ}15'$  East.

Friday March 6<sup>th</sup> 1840.

These 24 hours commences with strong breezes from S by E, by compass  
Course NNW, by compass, cloudy weather, Middle & Latter part  
much the same, so ends this day, strong breeze from SSE & cloudy,  
employed in repairing boat, &c. &c. &c.

Lat. by Obs.  $28^{\circ}29'$  South. Long. by Chro. at Noon,  $10^{\circ}55'$  East.

Saturday March 7<sup>th</sup> 1840.

These 24 hours commences with strong gales from SSE, & raged  
cloudy weather, course NNW, employed in filing Barrels &  
repairing Boat, &c. Middle & Latter part more moderate, so ends  
this day, cloudy, employed in filing Barrels, &c.

Lat. by Obs.  $26^{\circ}50'$  South. Long. by Chro. at Noon.  $7^{\circ}54'$  East.

Sunday March 8<sup>th</sup> 1840.

These 24 hours commences with fresh gales from SSE, &  
cloudy, course NW by N, employed in repairing boat,  
Middle & Latter part moderate breeze from SSE, so ends this day.

Lat. by Obs.  $25^{\circ}22'$  South. Long. by Chro. at Noon  $6^{\circ}45'$  E.

These 24 hours commences

Monday March 9<sup>th</sup> 1840.

With moderate breeze from SSE  
& cloudy, course NNW, Middle & Latter part much the  
same, so ends this day, cloudy weather.

Lat. by Obs.  $23^{\circ}58'$  South. Long. by Chro. at Noon,  $4^{\circ}53'$  East.

Tuesday March 10<sup>th</sup> 1840.

These 24 hours commences with moderate breezes from SE by S, &  
cloudy, course NNW, by compass employed in repairing sails  
& boats, middle & Latter part much the same so ends this day cloudy.

Lat. by Obs.  $22^{\circ}29'$  South. Long. by Chro. at noon.  $2^{\circ}56'$  E.

Wednesday March 11<sup>th</sup> 1840.

These 24 hours commences with moderate breezes from SE by S.  
course NNW per compass, employed in repairing & painting  
boats, middle & Latter part much the same, so ends this day.

Lat. by Obs.  $21^{\circ}06'$  South. Long. by Chro. at noon  $1^{\circ}28'$  East.



Thursday March 12<sup>th</sup> 1840.

These 24 hours commences with Moderate breezes from SE by S, & cloudy course NNW per compass, Middle & Latter part much the same, watch employed in ships duty, cloudy weather.  
Lat. by Obs 20° 01' South. Long. by Chron. at noon 00° 10' 45" E.

Friday March 13<sup>th</sup> 1840.

These 24 hours commences with light breezes from SSE, course NNW, cloudy weather &c. Middle & Latter part much the same, so ends this day, cloudy weather.

Lat. by Obs. 18° 39' South. Long. by Chron. at noon 1° 15' West.

Saturday March 14<sup>th</sup> 1840.

These 24 hours commences with light breezes from SSE & cloudy weather, course NW by N per compass, Middle & Latter part the same, so ends this day, all hands employed in washing ship.

Lat. by Obs. 17° 25' South. Long. by Chron. 2° 54' W at noon.

Sunday March 15<sup>th</sup> 1840.

These 24 hours commences with fine weather, light breeze from SE by S, course NW by N per compass, all hands employed in washing ship, Middle & Latter part much the same, so ends this day. Light airs from SE, course NW, one sail in sight & heads.

Lat. by Obs. 16° 39' South. Long. by Chron. at noon 4° 17' West.

Monday March 16<sup>th</sup> 1840.

These 24 hours commences with light airs from SE, course NW, per compass, Middle & Latter part light airs from ENE, to N by E, at daylight saw the Island St. Helena NW by compass, Dist. 40 Miles, so ends this day, St. Helena in sight, Dist. 25° NW per compass.

Tuesday March 17<sup>th</sup> 1840.

These 24 hours commences with light airs & calms from ENE to N by E, St. Helena in sight Dist 25° NW per compass, two sails in sight to the leeward, at dark NE point NW by compass 12' Dist. Middle & Latter part much the same so ends this day steering in for the harbour at St. Helena.

Wednesday March 18<sup>th</sup> 1840.

These 24 commences with light airs & calms, at 1 P.M. let the anchor go in 16 fath. Water in the harbor, St. Helena, 1/4 mile from James Town. Middle & Latter part lying at anchor, so ends this day.



Wednesday March 25<sup>th</sup> 1840

These 24 hours commences with fine weather lying at anchor at 7 AM. Made anchor & put away for New Bedford U.S. &c. So ends this day, ships Sally Anne of New Bedford & Phoenix of Sag Harbour, in sight put away in company, all full, James Town bearing S E by S Dist 15 Miles

Thursday March 26<sup>th</sup> 1840.

These 24 hours commences with fine weather, light airs from S E per compass, James Town S E by S, 15 miles, course N W by N per compass, ships Sally Anne & Phoenix in sight, Middle & Latter part much the same, so ends this day, course N W by N, moderate breeze from S E.

Lat. by Obs.  $14^{\circ}43'$  South. Long. by Chro. at noon  $73^{\circ}0'$  W.

Friday March 27<sup>th</sup> 1840.

These 24 hours commences with fine weather, moderate breeze from S E, course N W by N per compass, Middle & Latter part much the same all hands employed in fitting rigging

Lat. by Obs.  $13^{\circ}36'$  South. Long. by Chro. at noon  $9^{\circ}12'$  West.

Saturday March 28<sup>th</sup> 1840.

These 24 hours commences fine weather, all hands employed in fitting rigging, course N W by N, wind from S E by S, per compass Middle & Latter part much the same, so ends this day, all hands employed in ships duty, one Brig in sight steering N Westward.

Lat. by Obs.  $12^{\circ}19'$  South. Long. by Chro. at noon  $10^{\circ}48'$  West.

Sunday March 29<sup>th</sup> 1840.

These 24 hours commences with fine weather, light breeze from S E by S, course N W by N, per compass, one Brig in sight steering North Westward, Middle & Latter part fine breeze from S E, course N N W per compass, so ends this day.

Lat. by Obs.  $10^{\circ}43'$  South. Long. by Chro. at noon  $12^{\circ}16'$  West.

Monday March 30<sup>th</sup> 1840.

These 24 hours commences with a fine breeze from S E, course N by W, per compass, Middle & Latter part much the same, so ends this day, course N by W per compass

Lat. by Obs.  $8^{\circ}47'$  South. Long. by Chro. at noon  $13^{\circ}33'$  West.



Tuesday March 31<sup>st</sup> 1840.

These 24 hours commences with fresh gales from SE by S, course N by W per compass, One Barque in Sight Steering Northward, at 6 P.M. saw the Island of Ascension, N.W. per compass, Dist. 30 Miles, Middle part much the same, at 11 P.M. passed the Island of Ascension, 5 Miles Dist. Latter part fine breeze from SE by E, course N.N.W. per compass, so ends this day all hands employed.  
Lat. by Obs. 7° 06' South. Long. by Chro. at noon 15° 14' W.

Wednesday April 1<sup>st</sup> 1840.

These 24 hours commences with fresh or fresh breeze from SE by E, course N.N.W. per compass, Middle & Latter part much the same, so ends this day all hands employed in fitting rigging & bundling bone, course N.W.  
Lat. by Obs. 5° 52' South. Long. by Chro. at noon 17° 04' W.

Thursday April 2<sup>nd</sup> 1840.

These 24 hours commence with fresh breeze from SE, with rain squalls, all hands employed in ships duty, course N.W. per compass, Middle & Latter part much the same, so ends this day, thick rainy weather, course N.W. per compass.  
No Obs.

Friday April 3<sup>rd</sup> 1840.

These 24 hours commence with a fine breeze from SE by E, with thick rainy weather, course N.W. per compass, Middle & Latter part much the same, so ends this day, thick cloudy weather, course N.W. wind from E.  
No Obs.

Saturday April 4<sup>th</sup> 1840.

These 24 hours commence with light airs from E, with thick cloudy weather, course N.W. per compass, Middle & Latter part light airs from SE, so ends, all hands employed.  
Lat. by Obs. 3° 34' South. Long. by Chro. at noon 21° 55' W.

Sunday April 5<sup>th</sup> 1840.

These 24 hours commence with light airs from SE & calms, course N.W. by N, per compass, Middle part light airs & variable, Latter part light airs from SE, so ends this Day, Steering N.W. by N per compass.  
Lat. by Obs. 2° 37' South.



Monday April 6<sup>th</sup> 1840

These 24 hours commences with light variable air, & plenty of rain, Middle & Latter part fine weather, light air from ~~SE~~ to ends this day, watch employed in ships duty.  
Lat. by Obs. 1° 32' South. Long. by Chro. at noon 23° 25' West.

Tuesday April 7<sup>th</sup> 1840.

These 24 hours commences with light air from SE, course NW by N per compass, at 4 PM, heavy rain shows, Middle & Latter part much the same, so ends this day, light air & calm.  
Lat. by Obs. 00° 48' South. Long. by Chro. at noon 24° 28' West.

Wednesday April 8<sup>th</sup> 1840.

These 24 hours commences with squally weather, & rainy at 4 PM, covered away Fore Topmast standing sail, from course NW by W per compass, Middle & Latter part fine weather, light air from ESE, so ends this day. Course NW by W.  
Lat. by Obs. 00° 17' South. Long. by Chro. at noon 25° 32' West.

Thursday April 9<sup>th</sup> 1840

These 24 hours commences with light air from ESE, Course NW by W, by compass, Rainy weather & Middle & Latter part much the same, course N N W so ends this day.  
Lat. by Obs 00° 26' North.

Friday April 10<sup>th</sup> 1840.

These 24 hours commences with cloudy weather, light winds from ESE, at 3 PM, wind shifted to NE by E, course NW by N, Middle & Latter part much the same so ends this day, course NW by N, light air from ESE.  
Lat. by Obs. 1° 21' North. Long. by Chro. 27° 15' West.

Saturday April 11<sup>th</sup> 1840.

These 24 hours commences with light air from ESE, & fine weather, course N N W by N, per compass, watch employed in ships duty, Middle part rainy, Latter part light air from N N E & cloudy, Steering by the wind, westward.  
Lat. by Obs 2° 18' North. Long. by Chro. 28° 04' West.

Sunday April 12<sup>th</sup> 1840.

These 24 hours commences with light & calm from N, watch employed in ships duty, Middle part the same, Latter part light air from ESE, & cloudy courses W by N, per compass, so ends this day.  
Lat. by Obs. 2° 43' North.



Monday April 13<sup>th</sup> 1840.

This day commences with light airs & calms from ESE, course NW by N per compass, hazy weather, Middle part rainy Latter part Much the same, so ends this day.

Lat. by Obs.  $4^{\circ} 14'$  North. Long. by Chro.  $30^{\circ} 05'$  W.

Tuesday April 14<sup>th</sup> 1840.

These 24 hours commences with light airs from ESE, & hazy, course NW by N per compass, Middle part rainy, Latter part fresh gales from NE, & hazy, course NW, per compass.

Lat. by Obs.  $5^{\circ} 23'$  North. Long. by Chro. at noon,  $31^{\circ} 50'$  W.

Wednesday April 15<sup>th</sup> 1840.

These 24 hours commences with strong gales from NE, course NW, per compass, Middle & Latter part Much the same, so ends this day, fresh gales from NE & cloudy.

Lat. by Obs.  $6^{\circ} 56'$  North. Long. by Chro.  $34^{\circ} 00'$  W.

Thursday April 16<sup>th</sup> 1840.

These 24 hours commences fresh gales from NE & cloudy course NW, Middle & Latter part Much the same.

Lat. by Obs.  $8^{\circ} 23'$  North. Long. by Chro.  $35^{\circ} 50'$  West.

Friday April 17<sup>th</sup> 1840.

These 24 hours commences with Moderate breezes from NE, course NW, Middle & Latter part the same, so ends.

Lat. by Obs.  $9^{\circ} 42'$  North. Long. by Chro.  $37^{\circ} 21'$  West.

Saturday April 18<sup>th</sup> 1840.

These 24 hours commences with Moderate breezes from NE, course NW per compass, Middle & Latter part fresh gales from ENE, so ends this day, cloudy course NW.

Lat. by Obs.  $11^{\circ} 06'$  North. Long. by Chro.  $39^{\circ} 31'$  West.

Sunday April 19<sup>th</sup> 1840.

These 24 hours commences with fresh gales from ENE, & rainy, course NW per compass, Middle & Latter part Much the same, so ends this day.

Lat. by Obs.  $12^{\circ} 53'$  North. Long. by Chro.  $41^{\circ} 45'$  W.

Monday April 20<sup>th</sup> 1840.

These 24 hours commences with fresh gales from ENE, course NW per compass, Saw Black fish, Middle & Latter part the same, so ends this day, rainy.

Lat. by Obs.  $14^{\circ} 35'$  North. Long. by Chro.  $43^{\circ} 48'$  W.



Tuesday April 21<sup>th</sup> 1840

First part of these 24 hours strong breezes from ENE & squally, course NW per compass, with all sail set, Middle & Latter part much the same so ends. Lat. by Obs. 16° 25' North. Long. by Chro. 46° 26' West.

Wednesday April 22<sup>nd</sup> 1840

First part of these 24 hours fresh breeze from ENE, course NW, cloudy weather, Middle part Much the same, Latter part wind from ESE, with rain squalls, so ends this day, course NW.

Lat. by Obs. 18° 13' North. Long. by Chro. 48° 10' West.

Thursday April 23<sup>rd</sup> 1840.

These 24 hours commences with fresh breezes from ESE, & cloudy, course NW Middle & Latter part Much the same so ends this day, cloudy with rain squalls.

Lat. by Obs. 19° 56' North. Long. by Chro. 50° 26' West.

Friday April 24<sup>th</sup> 1840.

These 24 hours commences with strong breezes from E with rain squalls, course NW, Middle & Latter part Much the same, so ends this day cloudy with rain squalls.

Lat. by Obs. 21° 43' North. Long. by Chro. 52° 33' West.

Saturday April 25<sup>th</sup> 1840.

First part of this day fresh gales from E, with rain squalls, course NW, Middle & Latter part Much the same, so ends this day, clear weather.

Lat. by Obs. 23° 17' North. Long. by Chro. 54° 50' West.

Sunday April 26<sup>th</sup> 1840.

First part of these 24 hours fresh breeze from E, and clear weather, course NW, plenty Gulf Weed in sight, Middle part Much the same, Latter part Moderate breeze from ESE, so ends this day, fine weather.

Lat. by Obs. 24° 59' North. Long. by Chro. 56° 55' West. by Lunar 56° 48' West.

Monday April 27<sup>th</sup> 1840.

First part of this day Moderate breezes from ESE & cloudy, course NW by W, Middle & Latter part Much the same, so ends this day, one Brig in sight steering Westward. Lat. by Obs. 25° 46' North. Long. by Chro. 59° 00' West.

By ☉ & Lunar 58° 52' West.

08 Diff.

3



Tuesday April 28<sup>th</sup> 1840.

First part of this day fine weather, light breeze from E by S, course N by W by W by W, all hands employed in Taring down rigging, One Brig Steering Westward & one other sail in sight, Middle & latter part Much the same, so ends this day, fresh gales from E by N, all hands employed in painting ship.

Lat. by Obs.  $26^{\circ}40'$  North. Long. by Chro.  $61^{\circ}20'$  West.

Wednesday April 29<sup>th</sup> 1840.

First part of this day fresh gales from E by N, course N by W by N, employed ~~down~~ in painting ship. Middle & latter part Much the same, so ends this day, all hands employed in painting ship.

Lat. by Obs.  $27^{\circ}49'$  North. Long. by Chro.  $63^{\circ}46'$  W.

Thursday April 30<sup>th</sup> 1840.

These 24 hours commences with fresh breezes from ENE, course N by N by N, all hands employed in painting, Middle & latter part fine weather so ends this day light breeze from SE, Steering N by W by N, all hands employed in painting, One sail in sight.

Lat. by Obs.  $28^{\circ}33'$  North. Long. by Chro.  $66^{\circ}30'$  West.

Friday ~~April~~ May 1<sup>st</sup> 1840.

These 24 hours commences with fine weather, light breeze from SE, course N by N by N, all hands employed in painting, one sail Steering S Westward, & one other in sight. Middle & latter part Much the same so ends this day. Wind N by S by W, one Brig in sight Steering North Westward.

Lat. by Obs.  $29^{\circ}17'$  North. Long. by Chro.  $67^{\circ}14'$  West.

Saturday May 2<sup>d</sup> 1840.

These 24 hours commences with fine weather. Wind from N by S by W, Steering N Westward by the Wind, One Brig in sight Steering N Westward, Middle & latter part Much the same so ends this day, at Noon took a squall from N by N by W, shortened sail to double reef Top sails. (at 9 AM. saw a Brig Steering ENE.)

Lat. by Acc<sup>t</sup>.  $30^{\circ}25'$  No Obs. Long. by Acc<sup>t</sup>.  $68^{\circ}40'$  West.



Sunday May 3<sup>d</sup> 1840

First part of this day squally with heavy rain & thunder at 6 PM, set ~~Whole~~ Top Sails, thick with light air & calms, Middle part much the same, Latter part Moderate Breeze from W, Steering by the wind Northward, to end this day cloudy weather.

Lat. by Obs.  $31^{\circ}23'$  North. Long. by Chro.  $69^{\circ}20'$  West.

Monday May 4<sup>th</sup> 1840.

First part of this day Moderate Breezes from W, Steering Northward by the Wind, heavy weather, One Sail in sight, Middle & Latter part strong gales from S.W. at 6 AM, passed a Brig Steering SE, at Noon double reefed the Top Sails, to end this day Steering N.W. blowing heavy.

Lat. by Obs.  $33^{\circ}23'$  North. Long. by Chro.  $70^{\circ}25'$  W.

Tuesday May 5<sup>th</sup> 1840.

First part of this day blowing heavy from S.W. with a heavy sea running, Steering N.N.W. under double reef Top Sails, at sunset took in fore Top Sail & fore Sail, close reefed the Main Top Sail, Middle part calm, Latter part strong gales from N.W. by N. at 10 AM, took in Main Top Gallant Sail, to end this day heading N.E. by N.

Lat. by Obs.  $34^{\circ}57'$  North. Long. by Chro.  $70^{\circ}10'$  West.

Wednesday May 6<sup>th</sup> 1840.

First part of this day blowing strong from N.W. with a large sea running, at 5 PM, double reefed the Top Sail, & took in the Main Sail, moved ship to the Westward, our ship in sight steering S.S.W. Middle part blowing a gale from N.N.W. at 2 AM, took in the fore Top Sails & close reefed the Main one, Latter part much the same at day light took in the fore Sail, to end this day lying by under close reefed M.T. sail, heavy sea running.

Lat. by Obs.  $35^{\circ}02'$  North. Long. by Chro.  $70^{\circ}26'$  West.



Thursday May 7<sup>th</sup> 1840.

First part of these 24 hours, blowing a gale from N<sup>W</sup> with a bad sea running, lying by under close reefed Main Top sail, one ship in sight steering ESE, Middle part & latter much the same & ends this day, watch employed in repairing the Fore Top sail, blowing strong from N<sup>W</sup>, lying by under close reefed Main Top sail & Fore sail. Lat. by Obs. 34°53' North. Long. by Chron. 70°50' West.

Friday May 8<sup>th</sup> 1840.

First part of this day, varied, blowing strong from N<sup>W</sup> lying by under close reefed Main Top sail & Fore sail, watch employed in repairing Fore Top sail at 4 PM, bent the Top sail again, at sunset set double reefed Top sails, Middle part more moderate set Gib & Main sail, latter part calm at daylight set top galleon sails, & ends this day calm & cloudy. Lat. by Acc<sup>t</sup>. 34°50' North. No Obs.

Saturday May 9<sup>th</sup> 1840

These 24 hours commences with a calm & cloudy, at 4 PM, took a breeze from SE with rain, set the standing sails & steered N by W, Middle part blowing strong, at 8 PM, took in standing sail, M. Royal &c. at 2 AM, heavy squalls from S, close reefed the Fore & double reefed the Main Top sail, latter part blowing heavy at 8 AM, wind shifted to S<sup>W</sup>, with a bad sea running, at 9 AM, saw a ship steering ENE, & a Bark heading N, under close reefed Main Top sail & Fore sail, & ends this day steering N by W, with a heavy sea running, under close reefed Top sail & Fore sail.

Lat. by Obs. 36°57' North. Long. by Chron. 71°25' West.

Sunday May 10<sup>th</sup> 1840

This day commences with a blow from W<sup>SW</sup>, steering N by West under close reefed Top sails & Fore sail at 2 PM, more moderate set the Main sail, & double reefed Top sail, one Bark in sight, at 3 PM saw a Brig steering SE, at 5 PM wind from W<sup>SW</sup>, & a swell from NE, took in Main sail & close reefed the Top sails, Middle & latter part much the same, at 12 Mid Right tacked ship to the Westward wind from N by W, & ends this day, (one Brig in sight heading by the <sup>wind</sup> Westward,) under close reefed Top sails & Fore sail, blowing from N by



Monday May 11<sup>th</sup> 1840.

First part of this day blowing strong from N by E, with a large sea running, under close reefed Topsails & Foresail, green water, one Brig in sight heading Westward by the wind, Middle & latter part more moderate, at 3 PM. wore ship to NE, wind from NNW, so ends this day veered, all sail set, in green water watch employed in ships duty.  
Lat.  $38^{\circ}20'$  North. Long. by Chron.  $71^{\circ}25'$  West.

Tuesday May 12<sup>th</sup> 1840

First part of this day Moderate breeze from N, all hands employed in throwing overboard Fry Works, &c. Middle part calm, latter part light air from SSW, one ship in sight steering N, so ends this day wind NW by N, steering Northward by the wind.  
Lat. by Chron.  $39^{\circ}09'$  North. Long. by Chron.  $71^{\circ}35'$  West.

Wednesday May 13<sup>th</sup> 1840.

First part of this day light airs from NW by N, one ship in sight steering Northward by the wind, at 4 PM. wind hauled to SW, let sliding sails & steered N by W, Middle & latter part light air & calm, so ends this day 4 ships in sight, light air from SW, watch employed in ships duty.  
Lat. by Chron.  $39^{\circ}58'$  North. Long. by Chron.  $71^{\circ}50'$  West.

Thursday May 14<sup>th</sup> 1840

First part of this day light air & calm, at 4 PM. saw a ship steering West, at 5 PM. rounded in 42 fms. water Brown land & black specks, small breeze from E steering NNE by the wind, all hands employed in ships duty (at 4 PM. bent both chains.) Middle & latter part calm so ends this day, calm Lat.  $40^{\circ}30'$  N.

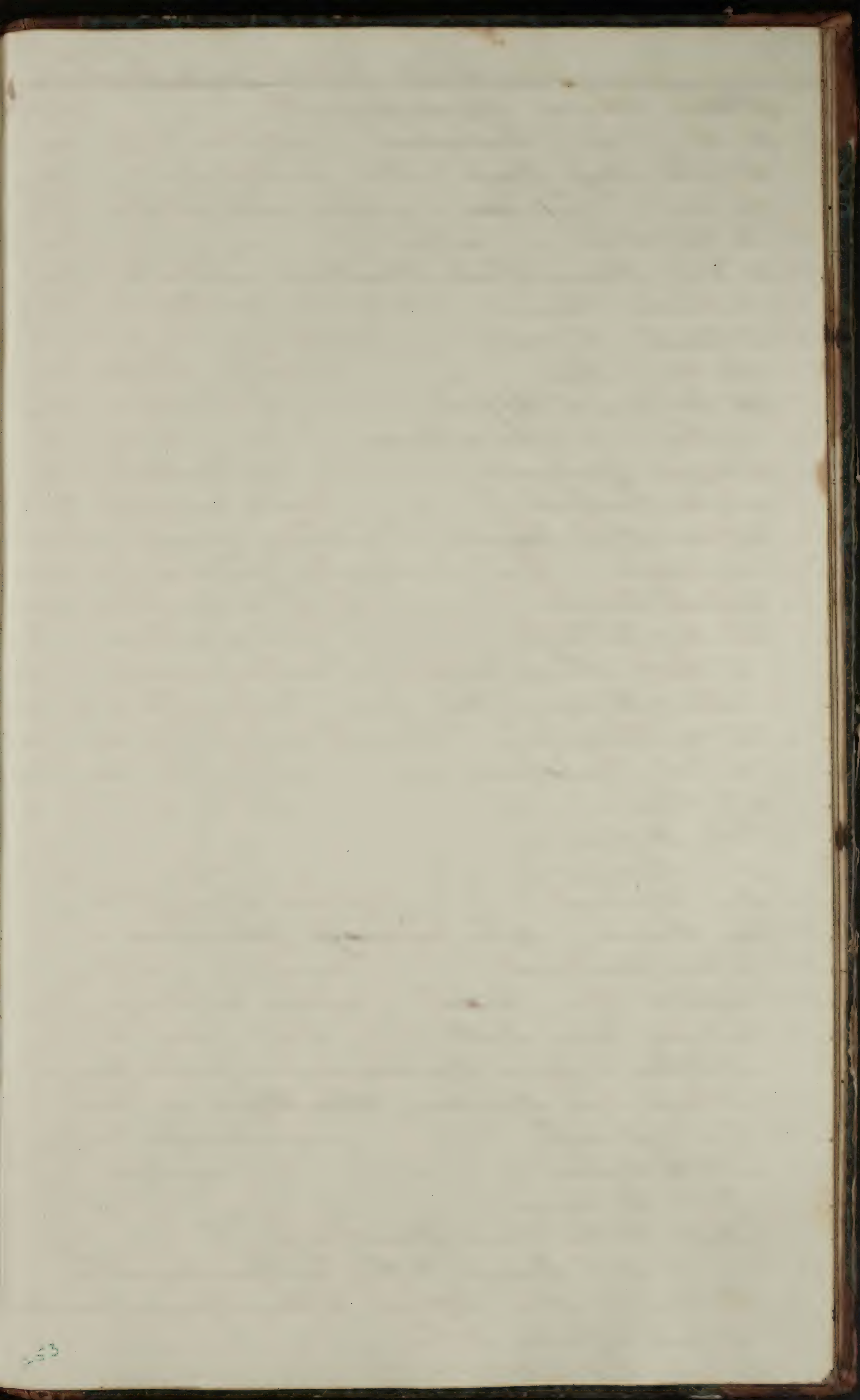
Friday May 15<sup>th</sup> 1840

~~First~~ First part of this day light air from SE, steering NNE, at 3 PM. took a pilot out of the boat Favorite at 4 PM. saw Block Island bearing by Compass N, steering NE by N.











List of Provisions on board of Bark Geo & Martha

60 Bbls. Flour Baked  
40 do do Unbaked  
34 Bbls. Mep Beef  
35 Do No. 1 Do.  
6 Do Old " "  
40 Do Prime Pork Ohio  
1 Tierce Rice  
11 Bush. Beans  
3 1/2 Do. Peas  
460 lbs. Dried Apples  
39 Bush. Southern Corn  
66 1/2 Gal. Molasses  
500 lbs. Codfish  
400 Do H. B. Sugar  
2 Loaves Do.  
526 1/2 lbs. Butter  
400 lbs. W I Coffee  
2 chest Shou Tea  
8 lbs. Hyson Do.  
2 box Chocolate  
1 Cask Raisins  
10 lbs Pepper  
4 lbs. Allspice  
12 " Ginger  
16 " Perlash  
3 " Cassia 1/4 lb. Nutmegs 1/4 lb. Cloves  
1 Keg Mustard  
4 qts. Do Seed  
1/2 bush. Fine Salt  
2 Bottles Pepper Sauce  
1 Box Oil Spruce 8 lbs. Hops  
4 " Soap  
3 bbls Cider  
1 Do Vinegar  
2 Do Pullin Dried Meal  
1 Do Oil Soap 8 lbs. Tallow Candles  
1 Box Lemon Syrup. 1/2 Box Sperm Candles  
6 Gal. Sperm Oil.



# Invoice of Shop Clothes &c.

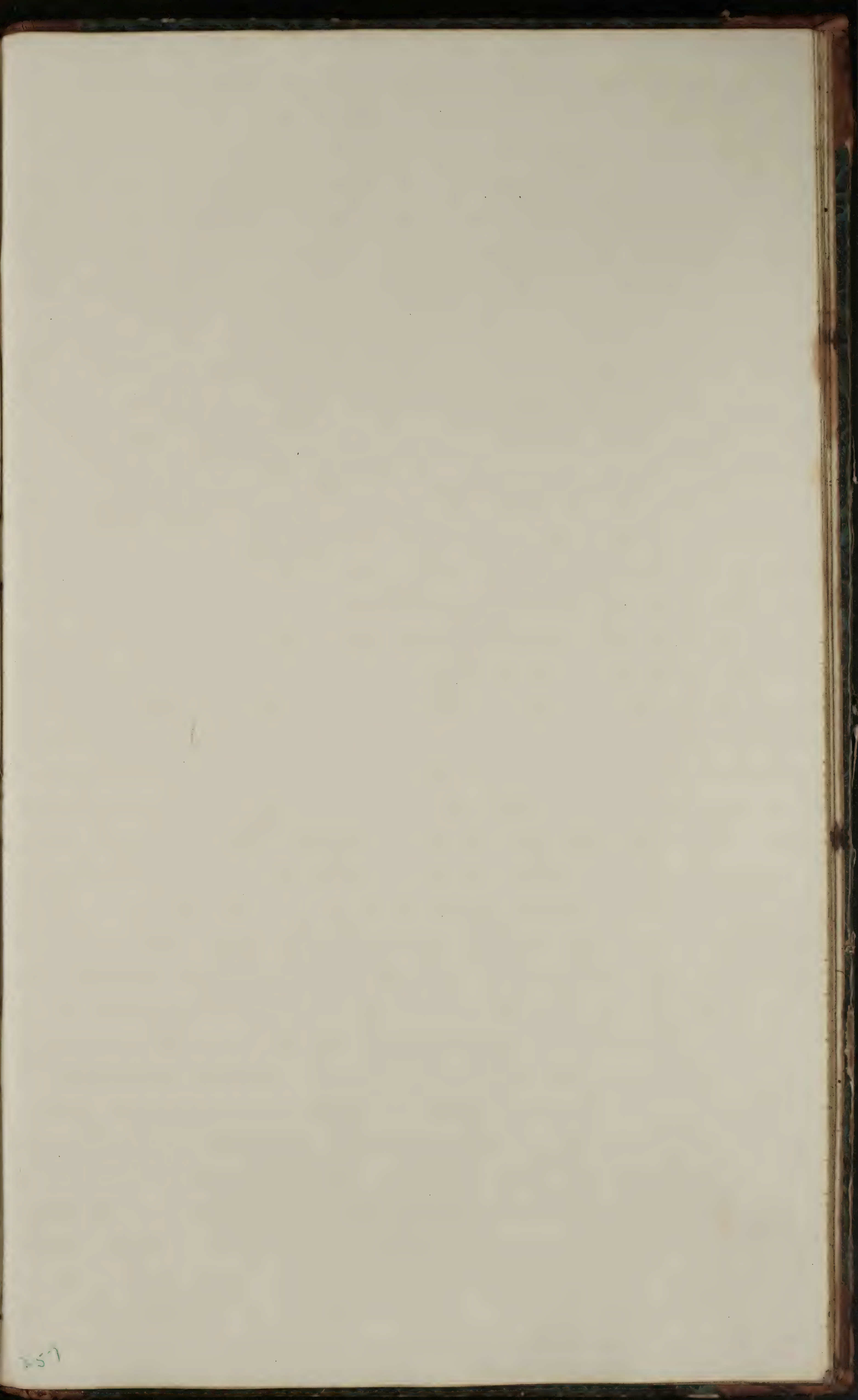
Wholesale for	Articles		Cost
" 44	24 Scotch Caps	c 1/2	7 00
" 69	12 Tar Pauling Hats	c 4/9	5 50
1, 38	12 Pair Wool Hersey Drawers	c 92	18 04
2, 16	15 " " Shirts	c 1.44	21 60
94	18 Striped Cottons Do	c 3/2	11 25
6, 30	3 Monkey Sackets	c 4.20	12 60
" 81	6 Gurnsey Frocks	c 3/3	3 25
" 56	24 Pair Stocking	c 3 1/2	9 00
" 38	24 Jack Knives	c 25	6 00
" 25	35 Do Do	c 1/4	5 83
" 25	24 Sheath Do	c 1/4	4 00
1, 00	11 Duck Frocks	c 4/4	7 33
4, 68	9 Round Sackets	c 3.12 1/2	28 12
3, 25	12 Pair Thick Trowsers	c 2 1/5	25 80
" 15 each.	4 Do. Lin Pots & Pans	c 1.17	4 67
1, 50	6 Thick Vest	c 4	6 00
" 87	3 Green flannel Sackets	c 1.25	3 75
" 12	3 Thin Vest	c 75	2 25
1, 25	32 Pair Duck Trowsers	c 5/4	26 67
1, 50	20 Pair Shoes	c 4	20 00
1, 25	40 " Pumps	c 3/4	33 33
			254 99
125%	Yoh. 3/4 Shirting	c 6	7 53
130	" 4/4 Do	c 9 1/2	12 35
999%	" Prints	c 8 3/4	87 46
	2 Boxes Tobacco 268 lbs.	c 11 1/4	30 82
	1 Do Do 162 "	c 13 1/4	21 87
	2 Boxes No 1 Soap 97 "	c 7 1/4	7 03
	2 Do No 2 Do 102 "	c 6 1/4	6 89
	12 Kegs Powder	c 3.50	42 00
	6 Guns	c 6.00	36 00
			\$ 108.00
			351 95

O J. Peck





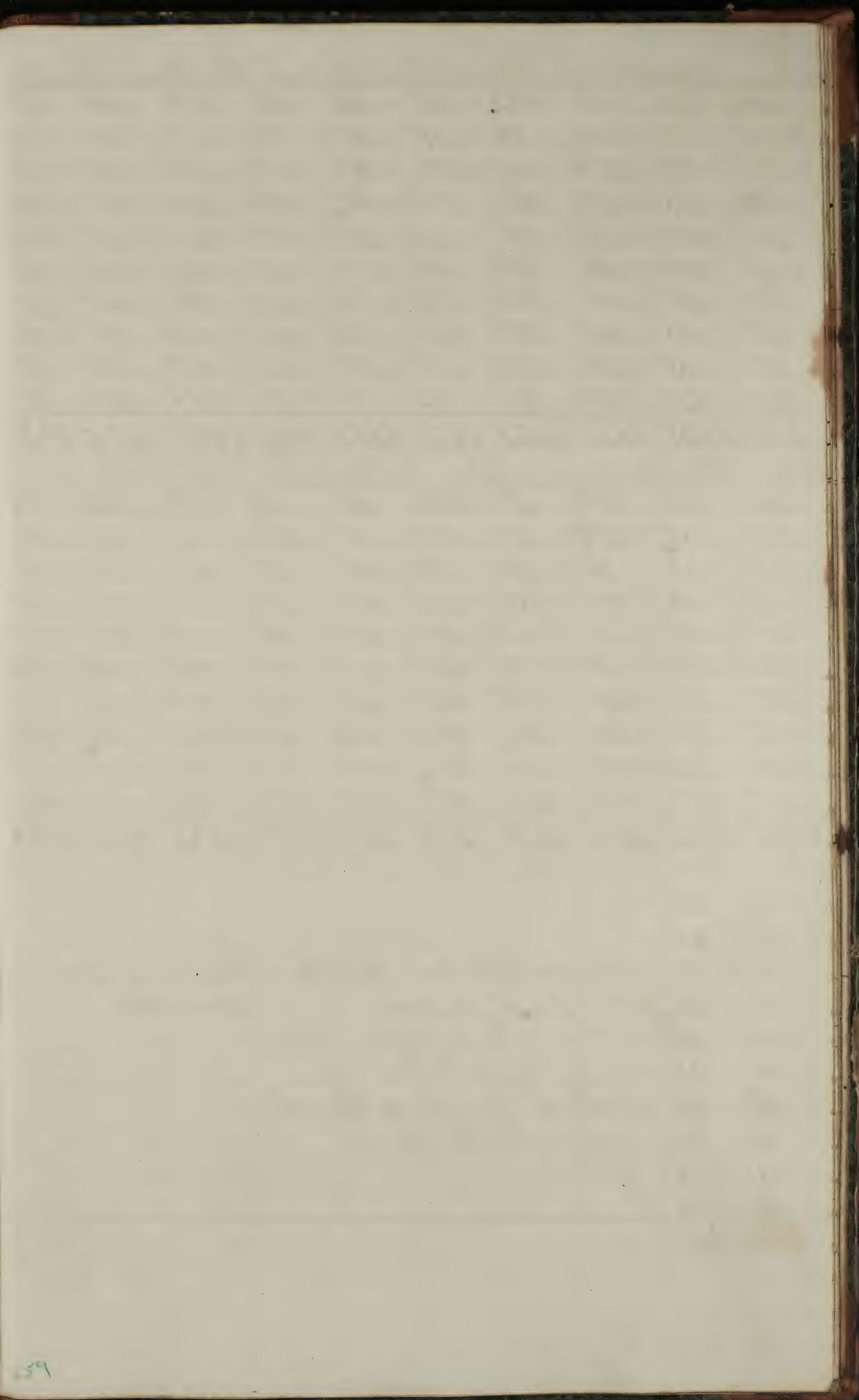














Account of Whale Oil Taken the First Season

208	200	148	133 <sub>+</sub>	114	162	207	204	219	198
124	211	236	94	77	200	135	204	156	85
128	172	206	100	117	162	108	195	150	97
98	215	114	210	205	120 <sub>+</sub>	143	203	139	141
200	209	93	131	175	200	199	193	150	129
94	208	92	148	161	203	141	169	116	115
149	170	100	113	235 <sub>+</sub>	143	121	191	154	98
199	145	160	202	210	145	117	153	141	188
111	157	218	128	200	114	128	160	155	198
200	152	170	94	183	106	148	215	228	188
1511	1839	1537	1353	1677	1555	1447	1887	1608	1437
158	175	154	70	208	111	130 <sub>+</sub>	147	135	108
182	130 <sub>+</sub>	158 <sub>+</sub>	157	107	141	199	146	207	144
127	99	96	150	98	141	195	100	208	160
69	85	180	120	82	206	145	114	207	50
161	117	100	150	159	204	150	214	110	164
153	200	40	145	159	204	138	230	122	182
100	131	160	145	121	216	197	200	162	100
120	110	154	190 <sub>+</sub>	192	223	205	127	144 <sub>+</sub>	125
65	206	141	183	160 <sub>+</sub>	112	203	150	170	115
130	170	162	209	108	150	143	157	150	198
1265	1423	1345	1519	1394	1708	1705	1585	1615	1346
176	26								
86	26								
40	26								
26	26								
26	26								
26	26								
26	26								
26	26								
26	26								
26	26								
484	260								

Amount of Whale Oil Moved in Lower Hole on the first Season is 1000 bbls.

L Park George & Martha  
of New Bedford.



*Account of Sperm Oil taken between Seasons*

S.O.	S.O.	S.O.	S.O.	S.O.	S.O.	S.O.	H.	H.	H.
201	154 <sub>+</sub>	82	40 <sub>+</sub>	160	26	Breakers	184	89 <sub>+</sub>	145
206	223	35	178	26	26	W <sub>II</sub>	195	150	26
195	201	174	96	26			204	104	26
197	114	160	50	26			155	99	
203	151	165 <sub>+</sub>	170	26			210	85	
125	127	153	164	26			112 <sub>+</sub>	165	
132	181	140	87	26			203	154 <sub>+</sub>	
163	152 <sub>+</sub>	132	45	26			197	222	
135	136	125	40	26			127 <sub>+</sub>	220	
119	85	205	171	26			180	139	
1676	1524	1371	1041	294	52		1767	1427	197

*Account of Whale Oil taken on the Second Season.*

152	128	130	164	112	86	192	115	80	141
125	160 <sub>+</sub>	124	119	170	120	172	85	110	246
218	144	109 <sub>+</sub>	126	140	98	182	114	145	26
234	133	214	125	126	133	180	100	150	26
204	145	128	100	145	120	222	88	138	26
180	143	115	107	135	112	114	151	127 <sub>+</sub>	26
202	157	193	128	104	71	83	151	30	26
194	167	182	127	72	134 <sub>+</sub>	100	146	72	26
205	146	170	127	130	144	85	123	75	26
143	127	174	130	69	149	129	129	237	26
1857	1450	1539	1253	1173	1167	1459	1202	1164	595

26 26 26 26 Breakers

26 26 26 26 W<sub>II</sub> W<sub>III</sub>

26 26 26

26 26 26 Amount of Whale Oil Stowed in the

26 26 26 Lower Hole on the Second Season is

26 26 26 434-20 gal.

26 26 26

26 26 26

26 26 26

26 26 26

260 260 260 52



Account of Oil Shoved between Decks Second Season

188	222	208	230	220	155	185	235	170 <sub>+</sub>	205	26
237	200	250	230	210	200	157	170	180	200	26
220	196	256	228	220 <sub>+</sub>	200	200	205	205	175	26
225	230	245	245	160	115	162	230	205	180	26
165	275	225	230	200	210	174	190	200		26
200	220	225	220	195	205	145	198	165		26
197	214	210	222	220	170	160 <sub>+</sub>	190	175		26
155	170	130	160	190	225	190	185	225		26
155	195	225 <sub>+</sub>	130	180	170	190	180	215		26
201	189 <sub>+</sub>	215	130 <sub>+</sub>	200	170	180	165	165		26
1963	2111	2189	2025	1995	1820	1743	1948	1905	760	260

Amount of Oil Shoved between Decks is <sup>Bbls.</sup> 594 = 8 gals.  
 " " " " in Lower Hole is 1434 = 20 "  
 " " " " " " S O. is 299 = 30%  
 2328 27



Ship Liverpool  
26 Cask of Flour  
40 " " Bread  
16 " " Molasses



In pursuance of an Act of the Congress of the United States of America entitled "An act concerning the registering and recording of Ships or Vessels" John C Haskell of New Bedford in the State of Massachusetts

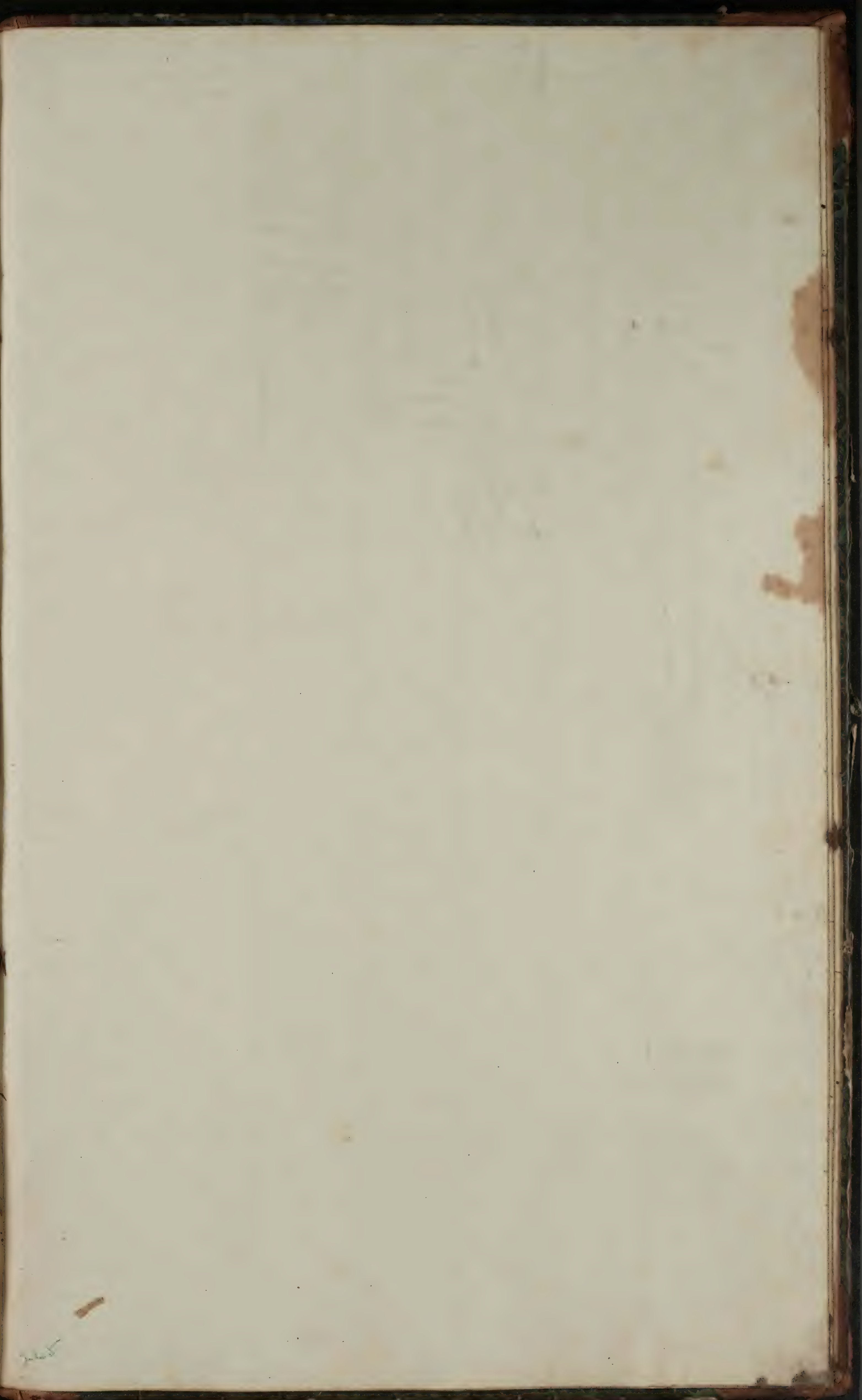
having taken or subscribed the oath required by the said Act and having sworn that he together with George Randall, Abraham Shearman Jr., Barnabus Taber, Oliver ~~the~~ Crocker, James B Congdon and Jared Worth, all of New Bedford aforesaid, and Jonathan Bigelow of Rochester, State aforesaid are the only Owners of the Ship or Vessel called the Courier of New Bedford whereof Jared Worth is at present Master and is a citizen of the United States

as he hath sworn and that the said Ship or Vessel was built at New York in the State of New York in the year ~~Eight~~ Eighteen hundred, Seventeen as appears by a Certificate of Register No 55 Granted at this Port June 30<sup>th</sup> 1832 for rendered, properly changed in part.

And said certificate of Register having certified that the said Ship or Vessel has two decks and three Mast and that her length is One hundred three feet six inches, her breadth Twenty <sup>nine</sup> feet her depth Fourteen feet ~~six~~ six inches and that she measures Three hundred eighty one & 10/25 - tons

that she is a Ship has a square Stern no galleries — and a billet head And the said J C Haskell having agreed to the description and admeasurement above specified and sufficient security having been given according to the said Act, the said Ship has been duly registered at the Port New Bedford Given under my hand and seal at the port of New Bedford this 29<sup>th</sup> day of June in the Year One Thousand Eight Hundred Thirty Six.







Account of Provisions Consumed on board Beagle George & Martha

Beef.	Port.	Bread.	Flour.	Butter.	Melasses	Chocolate.
1838	1838	1838	1838	1838	1838	Dec. 21 = 1
June 17 <sup>th</sup> - 1	June 17 <sup>th</sup> - 1	June 17 <sup>th</sup> - 1	June 17 <sup>th</sup> - 1	June 17 <sup>th</sup> - 1	June 17 <sup>th</sup> - 1	
" 24 <sup>th</sup> - 1	July 1 <sup>st</sup> - 1	July 26 <sup>th</sup> - 1	July 1 <sup>st</sup> - 1	July 26 <sup>th</sup> - 1	Aug 24 <sup>th</sup> - 8 1/2 gal.	
July 12 <sup>th</sup> - 1	Sept 4 <sup>th</sup> - 1	Sept 14 <sup>th</sup> - 1	Aug 3 <sup>rd</sup> - 1	Sept 4 <sup>th</sup> - 1	Nov 3 <sup>rd</sup> - 8 1/2 gal.	
" 26 <sup>th</sup> - 1	Sept 24 <sup>th</sup> - 1	Oct 6 <sup>th</sup> - 1	" 24 <sup>th</sup> - 1	Oct 15 <sup>th</sup> - 1	1839	
Aug 6 <sup>th</sup> - 1	Oct 24 <sup>th</sup> - 1	Nov 3 <sup>rd</sup> - 1	Sept 14 <sup>th</sup> - 1	Nov 26 <sup>th</sup> - 1	Jan 25 <sup>th</sup> - 9 1/2 gal.	
" 16 <sup>th</sup> - 1	Nov 16 <sup>th</sup> - 1	" 18 <sup>th</sup> - 1	Oct 4 <sup>th</sup> - 1	1839	May 3 <sup>rd</sup> - 7 1/2 gal.	
" 24 <sup>th</sup> - 1	Dec 6 <sup>th</sup> - 1	Dec 8 <sup>th</sup> - 1	" 25 <sup>th</sup> - 1	Jan 2 <sup>nd</sup> - 1	July 14 <sup>th</sup> - 9 1/2 gal.	
Sept 7 <sup>th</sup> - 1	1839	" 26 <sup>th</sup> - 1	Nov 16 <sup>th</sup> - 1	Feb 12 <sup>th</sup> - 1	Nov 23 <sup>rd</sup> - 8 1/2 gal.	
" 23 <sup>rd</sup> - 1	Jan 2 <sup>nd</sup> - 1	1839	Dec 5 <sup>th</sup> - 1	March 19 <sup>th</sup> - 1		
" 27 <sup>th</sup> - 1	Feb 1 <sup>st</sup> - 1	Jan 14 <sup>th</sup> - 1	" 25 <sup>th</sup> - 1	April 22 <sup>nd</sup> - 1		
Oct 7 <sup>th</sup> - 1	" 26 <sup>th</sup> - 1	Feb 9 <sup>th</sup> - 1	1839	June 11 <sup>th</sup> - 1	Jan 10 <sup>th</sup> - 1	
" 15 <sup>th</sup> - 1	March 14 <sup>th</sup> - 1	March 17 <sup>th</sup> - 1	Jan 14 <sup>th</sup> - 2	July 22 <sup>nd</sup> - 1	Feb 18 <sup>th</sup> - 76	
" 24 <sup>th</sup> - 1	" 3 <sup>rd</sup> - 1	April 15 <sup>th</sup> - 1	Feb 17 <sup>th</sup> - 2	Aug 27 <sup>th</sup> - 1	March 29 <sup>th</sup> - 1	
Nov 10 <sup>th</sup> - 1	April 3 <sup>rd</sup> - 1	May 9 <sup>th</sup> - 1	April 1 <sup>st</sup> - 2	Oct 4 <sup>th</sup> - 1		
" 18 <sup>th</sup> - 1	" 22 <sup>nd</sup> - 1	June 3 <sup>rd</sup> - 1	May 8 <sup>th</sup> - 2	Nov 13 <sup>th</sup> - 1		
" 25 <sup>th</sup> - 1	May 13 <sup>th</sup> - 1	" 28 <sup>th</sup> - 1	June 17 <sup>th</sup> - 2	Dec 24 <sup>th</sup> - 1		
" 30 <sup>th</sup> - 1	June 3 <sup>rd</sup> - 1	July 27 <sup>th</sup> - 1	July 26 <sup>th</sup> - 2	Feb 3 <sup>rd</sup> - 1		
Dec 6 <sup>th</sup> - 1	" 22 <sup>nd</sup> - 1	August 15 <sup>th</sup> - 1	Sept 10 <sup>th</sup> - 1	March 10 <sup>th</sup> - 1		
" 13 <sup>th</sup> - 1	" 14 <sup>th</sup> - 1	Sept 10 <sup>th</sup> - 1	" 30 <sup>th</sup> - 2	April 2 <sup>nd</sup> - 1		
" 19 <sup>th</sup> - 1	Aug 3 <sup>rd</sup> - 1	Sept 30 <sup>th</sup> - 1	Nov 10 <sup>th</sup> - 2			
" 25 <sup>th</sup> - 1	Sept 1 <sup>st</sup> - 1	Oct 26 <sup>th</sup> - 1	Dec 21 <sup>st</sup> - 2			
1839	" 20 <sup>th</sup> - 1	Nov 14 <sup>th</sup> - 1	Jan 30 <sup>th</sup> - 2			
Jan 2 <sup>nd</sup> - 1	Oct 12 <sup>th</sup> - 1		March 2 <sup>nd</sup> - 2			
" 11 <sup>th</sup> - 1	" 31 <sup>st</sup> - 1		" 27 <sup>th</sup> - 2			
" 17 <sup>th</sup> - 1	Nov 21 <sup>st</sup> - 1		April 19 <sup>th</sup> - 2			
" 26 <sup>th</sup> - 1	Dec 4 <sup>th</sup> - 1					
Feb 2 <sup>nd</sup> - 1	" 17 <sup>th</sup> - 1					
" 9 <sup>th</sup> - 1	" 28 <sup>th</sup> - 1					
" 21 <sup>st</sup> - 1	Jan 9 <sup>th</sup> - 1					
March 3 <sup>rd</sup> - 1	Jan 21 <sup>st</sup> - 1					
" 14 <sup>th</sup> - 1	Feb 2 <sup>nd</sup> - 1					
" 22 <sup>nd</sup> - 1	" 15 <sup>th</sup> - 1					
" 31 <sup>st</sup> - 1	" 27 <sup>th</sup> - 1					
April 1 <sup>st</sup> - 1	March 10 <sup>th</sup> - 1					
April 15 <sup>th</sup> - 1	" 18 <sup>th</sup> - 1					
" 22 <sup>nd</sup> - 1	" 30 <sup>th</sup> - 1					
May 3 <sup>rd</sup> - 1	April 14 <sup>th</sup> - 1					
" 13 <sup>th</sup> - 1	" 27 <sup>th</sup> - 1					
" 24 <sup>th</sup> - 1						
June 3 <sup>rd</sup> - 1						
" 14 <sup>th</sup> - 1						
" 22 <sup>nd</sup> - 1						
July 3 <sup>rd</sup> - 1						
" 14 <sup>th</sup> - 1						
" 24 <sup>th</sup> - 1						
Aug 3 <sup>rd</sup> - 1						
" 14 <sup>th</sup> - 1						
Sept 1 <sup>st</sup> - 1						
" 11 <sup>th</sup> - 1						
" 20 <sup>th</sup> - 1						
Oct 2 <sup>nd</sup> - 1						
" 12 <sup>th</sup> - 1						
" 22 <sup>nd</sup> - 1						
" 31 <sup>st</sup> - 1						
Nov 13 <sup>th</sup> - 1						
" 21 <sup>st</sup> - 1						
Dec 4 <sup>th</sup> - 1						
" 17 <sup>th</sup> - 1						
" 28 <sup>th</sup> - 1						
Jan 9 <sup>th</sup> - 1						
" 21 <sup>st</sup> - 1						
Feb 2 <sup>nd</sup> - 1						
" 15 <sup>th</sup> - 1						
" 27 <sup>th</sup> - 1						
March 10 <sup>th</sup> - 1						
" 18 <sup>th</sup> - 1						
" 23 <sup>rd</sup> - 1						
April 30 <sup>th</sup> - 1						
May 14 <sup>th</sup> - 1						

Beef  
April 27<sup>th</sup> - 1



$$\begin{array}{r} 11-370 \\ 980 \\ \hline 2433 \end{array}$$

$$\begin{array}{r} 103 \\ 7 \\ \hline 115 \end{array}$$

at 8.27 A.M. Dec. 8<sup>th</sup> 1840. South point of Brava Baring

E. Dist 3 Miles

$$\begin{array}{r} 10'' 12'' 27'' - 29'' 13'' \\ 13'' 00'' - 29'' 21'' \\ 13'' 53'' - 29'' 31'' \\ 14'' 15'' - 29'' 36'' \\ 14'' 39'' - 29'' 41'' \end{array}$$

Long 24.43

Long 24.46 of Ship  
at the time the alt.  
was taken 35 Days  
Out. from Nov. 3 To Dec. 8

$$\begin{array}{r} 68'' 14'' - 147'' 22'' \\ \hline 70'' 34'' 07'' - 73'' 41'' \end{array}$$

$$\begin{array}{r} 10'' 13'' 38'' - 29'' 28'' \\ 3'' 53'' - 10'' \end{array}$$

01472

$$\begin{array}{r} 10'' 17'' 31'' - 29'' 38'' \\ 8'' 39'' 17'' - 14'' 50'' \end{array}$$

03523

$$\begin{array}{r} 1'' 38'' 14'' - 112'' 46'' \end{array}$$

9.29.529

157'' 14''

9.87767

Long. by Chron 24.33

" of Ship 24.46

Diff. " 13 Chron. East.

78'' 37''

19.22291

29'' 38''

9.61145

48'' 59''

8 46'' 58''

8.29.17

$$\begin{array}{r} 10'' 13'' 38'' \\ 8'' 39'' 17'' \\ \hline 1'' 34'' 21'' = 4.43'' \text{ slow} \end{array}$$

$$\begin{array}{r} 23/1054 \\ 92 \\ \hline 13 \end{array}$$







$\frac{40}{16} = 2\frac{1}{2}$   
 $\frac{365}{31} = 11\frac{24}{31}$   
 $\frac{24}{18} = 1\frac{2}{3}$   
 $\frac{181}{716} = 0\frac{25}{716}$   
 $\frac{24}{14} = 1\frac{10}{14}$   
 $\frac{12}{10} = 1\frac{2}{5}$   
 $\frac{140}{14} = 10$

Acc<sup>t</sup> of Water

228	246	188	237	250	210
147	183	186	151	194	195
175	175	190	126	204	222
236	177	184	167	218	220
187	186	174	127	149	188
218	236	184	146	182	
119	240	174	144	180	
221	176	164	149	182	
175	212	168	170	197	
259	211	162	195	224	

$1965 = 1984 = 1774 = 1612 = 1980$

Obs. slow this day March 3<sup>d</sup> 8<sup>th</sup> M. 39<sup>th</sup> Second

- 145 - George H Peels
- 135 - James Elliot
- 165 - Carpenter



